S. HRG. 101-865, PT. 3

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS FOR FISCAL YEAR 1991

HEARINGS

BEFORE A

SUBCOMMITTEE OF THE

COMMITTEE ON APPROPRIATIONS

UNITED STATES SENATE

ONE HUNDRED FIRST CONGRESS

SECOND SESSION

ON

H.R. 5229

AN ACT MAKING APPROPRIATIONS FOR THE DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 1991, AND FOR OTHER PURPOSES

PART 3 (Pages 1-494)

Nondepartmental witnesses

Printed for the use of the Committee on Appropriations

U.S. GOVERNMENT PRINTING OFFICE
38-061 ⇆ WASHINGTON : 1991

For sale by the Superintendent of Documents, Congressional Sales Office
U.S. Government Printing Office, Washington, DC 20402

S181-22

COMMITTEE ON APPROPRIATIONS

ROBERT C. BYRD, West Virginia, *Chairman*

DANIEL K. INOUYE, Hawaii
ERNEST F. HOLLINGS, South Carolina
J. BENNETT JOHNSTON, Louisiana
QUENTIN N. BURDICK, North Dakota
PATRICK J. LEAHY, Vermont
JIM SASSER, Tennessee
DENNIS DECONCINI, Arizona
DALE BUMPERS, Arkansas
FRANK R. LAUTENBERG, New Jersey
TOM HARKIN, Iowa
BARBARA A. MIKULSKI, Maryland
HARRY REID, Nevada
BROCK ADAMS, Washington
WYCHE FOWLER, JR., Georgia
J. ROBERT KERREY, Nebraska

MARK O. HATFIELD, Oregon
TED STEVENS, Alaska
JAMES A. McCLURE, Idaho
JAKE GARN, Utah
THAD COCHRAN, Mississippi
ROBERT W. KASTEN, JR., Wisconsin
ALFONSE M. D'AMATO, New York
WARREN RUDMAN, New Hampshire
ARLEN SPECTER, Pennsylvania
PETE V. DOMENICI, New Mexico
CHARLES E. GRASSLEY, Iowa
DON NICKLES, Oklahoma
PHIL GRAMM, Texas

JAMES H. ENGLISH, *Staff Director*
MARY S. DEWALD, *Chief Clerk*
J. KEITH KENNEDY, *Minority Staff Director*

SUBCOMMITTEE ON TRANSPORTATION AND RELATED AGENCIES

FRANK R. LAUTENBERG, New Jersey, *Chairman*

ROBERT C. BYRD, West Virginia
TOM HARKIN, Iowa
JIM SASSER, Tennessee
BARBARA A. MIKULSKI, Maryland

ALFONSE M. D'AMATO, New York
ROBERT W. KASTEN, JR., Wisconsin
PETE V. DOMENICI, New Mexico
CHARLES E. GRASSLEY, Iowa
MARK O. HATFIELD, Oregon
ex officio

Professional Staff
PATRICK J. McCANN
PETER ROGOFF
ANNE M. MIANO (Minority)

Administrative Support
JOYCE C. ROSE

CONTENTS

NONDEPARTMENTAL WITNESSES

COAST GUARD FUNDING

Page
ARCO ... 2
Non Commissioned Officers Association of the United States of America ... 8
Reserve Officers Association of the United States ... 13

FEDERAL AVIATION ADMINISTRATION FUNDING

Air Transport Association of America ... 18
Air Traffic Control Association, Inc ... 144
Aircraft Owners and Pilots Association ... 150
Airport Operators Council International ... 161
Associated General Contractors of America (*see also* FHWA and UMTA) ... 193
City of Chicago Department of Aviation ... 196
Statement of Hon. Jill Long, U.S. Representative from Indiana ... 203
National Aviation Associations Coalition ... 209

FEDERAL HIGHWAY ADMINISTRATION FUNDING

American Trucking Associations, Inc. (*see also* ICC) ... 213
Arkansas-Mississippi Great River Bridge Authority ... 220
Associated General Contractors of America (*see also under* FAA) ... 193
City of Chicago Department of Public Works (*see also* UMTA) ... 239
Colorado Department of Highways ... 242
Government of the District of Columbia ... 245
Fairfax County, VA (*see also* UMTA) ... 250
Highway Users Federation for Safety and Mobility (*see also* NHTSA) ... 254
Manocherian-Robbins Foundation, Inc. (*see also* NHTSA) ... 292
National Association of Regulatory Utility Commissioners (*see also* FRA and RSPA) ... 310
Statement of Hon. David Pryor, U.S. Senator from Arkansas ... 318
Statement of Kenneth Todd ... 319

FEDERAL RAILROAD ADMINISTRATION FUNDING

American Short Line Railroad Association ... 321
National Association of Railroad Passengers ... 323
National Association of Regulatory Utility Commissioners (*see also under* FHWA) ... 310
Railway Labor Executives' Association ... 335
Regional Railroads of America ... 345

INTERSTATE COMMERCE COMMISSION FUNDING

American Trucking Associations, Inc. (*see also under* FHWA) ... 213

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION FUNDING

Atlantic Emergency Medical Services Council ... 346
Highway Users Federation for Safety and Mobility (*see also under* FHWA) ... 254
Infirmary Health System, Inc ... 349
Manocherian-Robbins Foundation, Inc. (*see also under* FHWA) ... 292

OFFICE OF THE SECRETARY FUNDING

Page
American Sleep Disorders Association 353
American Narcolepsy Association, Inc 357

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION FUNDING

National Association of Pipeline Safety Representatives 360
National Association of Regulatory Utility Commissioners (*see also under* FHWA) 310

URBAN MASS TRANSPORTATION ADMINISTRATION FUNDING

American Public Transit Association 363
Associated General Contractors of America (*see also under* FAA) 193
Chicago Regional Transportation Authority 370
Chicago Development Council 371
Chicago Metropolitan Planning Council 374
City of Chicago Department of Planning 377
City of Chicago Department of Public Works (*see also under* FHWA) 239
Greater Cleveland Regional Transit Authority 398
Community Transportation Association of America 401
Dade County (Florida) Transportation Committee 405
Dallas Area Rapid Transit [DART] 409
City of Dallas 417
ElectroCom Automation, Inc 420
Fairfax County, VA (*see also under* FHWA) 250
Georgetown University 425
Houston—Citizen Advisory Board to the Metropolitan Transit Authority 427
Houston—Metropolitan Transit Authority of Harris County, TX 433
Kansas City (MO) Area Transportation Authority 441
Metropolitan Atlanta Rapid Transit Authority [MARTA] 463
New York Metropolitan Transportation Authority 472
Niagara Frontier Transportation Authority 478
Statement of Antonine Lafata Sottile 479

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS FOR FISCAL YEAR 1991

U.S. SENATE,
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,
Washington, DC.

NONDEPARTMENTAL WITNESSES

The following testimonies were received by the Subcommittee on Transportation and Related Agencies for inclusion in the record. The submitted materials relate to the fiscal year 1991 budget request.

The subcommittee requested that public witnesses provide written testimony because, given the Senate schedule and the number of subcommittee hearings with Department witnesses, there was not enough time to schedule hearings for nondepartmental witnesses.

COAST GUARD FUNDING

ARCO

STATEMENT OF KENNETH R. DICKERSON, SENIOR VICE PRESIDENT

My name is Kenneth R. Dickerson. I am a Senior Vice President of ARCO, a major U.S. based producer and marketer of petroleum and petroleum products, natural gas, coal and petrochemicals. We are also a major transporter of petroleum by water and pipeline in the Texas-Oklahoma-Kansas region of the U.S., but primarily in the West Coast region known as PADD V, through our 21 percent ownership in the Trans-Alaskan Pipeline System, and our ten vessel marine fleet and related facilities. We have major refining, docking, storage and terminaling facilities in Cherry Point, Washington, and Los Angeles-Long Beach, California. Through our partial ownership of other assets, we also have similar facilities on the Texas gulf coast.

Even before the oil spill in Prince William Sound thirteen months ago, ARCO supported oil spill legislation that would create a single comprehensive federal fund to deal with this issue. Now, with the passage of H.R. 1465 and S.686, the country is positioned to provide a sound, integrated system for dealing with oil spill prevention, removal, damage compensation, safety, research and training at both federal and state levels. These activities will be funded by a new billion dollar fund through a $.05 cents per barrel fee on all domestic crude oil refinery runs and on all imported petroleum products.

This legislation has four basic objectives: to prevent oil spills, to clean up spills when they occur, to punish guilty parties and to provide a remedy for damages. Without adequate funding for the Coast Guard, we will fail to meet the first two objectives and end up with an oil spill program that does nothing more than punish guilty parties and remedy damages that might have been avoided. Congress should now be in a position to step forth and receive kudos for all that has been accomplished in the past year. Unfortunately, unless Congress and the Administration jointly resolve the problem facing us today, funding for the Coast Guard for oil spill removal, then the Congress, the Administration and the oil industry will justifiably become the targets of public outrage and all of the good work of the past year will be quickly forgotten. Your House colleagues, Congressmen Nowak, Laughlin, Panetta and Tauzin recognized the importance of adequate Coast Guard funding in floor colloquys during the House consideration of H.R. 1465. As Public Works and Transportation Subcommittee on Water Resources Chairman Nowak noted, "The chairman of the House Ways and Means Committee has been asked to strengthen the oil spill liability trust fund provision of the IRS Code. These IRS provisions are the funding mechanisms for the bill and moneys from the fund will be available for the cost associated with the formation of regional (Coast Guard) strike force teams. It is important that a portion of this money actually be spent on equipment and manpower so that the Coast Guard can meet its new demands under the legislation."

No oil spill in history has been subjected to the intense media coverage given to the Prince William Sound spill. As a result, the public is well aware of the ugly aspects of such an event. They are also aware that an organized, prompt response is critical and this is precisely what they expect the government and the industry to provide. To pass legislation, create a fund and then fail to appropriate the necessary funds to prepare the Coast Guard for its critical role is and will be judged as a violation of the public trust.

At the present time there exists a modest national volunteer spill effort which can best be described as fair. While we can hope that it is never needed, we must develop a first-rate oil spill cleanup response program. Hopefully, the legislation being considered by Congress will give the President and through him, the Coast Guard, clear lines of authority and responsibility for spill removal, including developing and maintaining regional strike forces. This single point, command and control system is the key to spill prevention, immediate spill containment and cleanup in an environmentally controlled manner, before oil can spread and cause further damage.

The importance of having such a system in place is supported by the background paper "Coping With An Oiled Sea" recently released by the Office of Technology Assessment (OTA). Included in OTA's findings are " - there is no perfect solution to offshore oil spills. It is certain that oil spills will occur again.", " - the effectiveness of the response will be greatly enhanced if there is a rapid response by a professional response team that understands which techniques are best under which conditions."

Think for a moment of the consequences of a major spill off the Atlantic coast from a foreign tanker moving Venezuelan crude oil to Canada. Canadian imports from Venezuela are approximately 80,000 barrels per day. As is often the case, no U.S. companies are involved in the transaction. No U.S. companies are "responsible parties" under the law. The oil could come ashore from Maine to Florida. Obviously in this situation the Coast Guard must take the lead in the containment and cleanup effort. Can we expect them to successfully mitigate this problem if funds for training and equipment have not been provided? Can they prevent a spill if they do not have the funds to operate a vessel tracking system or other preventative measures? The same problem exists on the West Coast as foreign crude oil transits the coast from South America and Mexico to Western Canada. Nor should we lose sight of the fact that the U.S. grows increasingly dependent upon foreign oil which translates into more tankers arriving at U.S. ports.

The Oil Pollution Liability Trust Fund is in place and revenues are being collected that could ensure that a well-financed, fully equipped and staffed Coast Guard force is available to handle any foreseeable contingency. With rollovers from other funds and collections since the beginning of 1990 the Trust Fund should contain approximately $450 to $500 million by the time this legislation is signed into law. Then, all that will be missing is Congressional and Administration action to appropriate the money to prepare the Coast Guard for fulfilling its important role. I urge Congress and the Administration to appropriate at least $100 million for each of the next three years and $50 million each year thereafter to the Coast Guard (off budget if necessary) to cover the costs of this prevention and cleanup program.

Failure to provide funding at the federal level could worsen the situation for oil spill preparedness. Additional states will join the list that are considering or have passed oil spill legislation, the likely consequence being divided responsibility and/or unclear lines of authority resulting in undue delays in reaction in those critical first few hours of a spill. State funds are being set in such large amounts that consumers in all coastal states will be unduly burdened with far higher energy costs. These burdens are in addition to the federal oil spill fee burden which offers no present protection for prevention or cleanup purposes. In any event, state funds should not be necessary when money is being paid into a one billion dollar federal fund designed to do precisely what the state funds are being enacted to do.

Mr. Chairman, as former Secretary of Transportation and current Governor of Oregon Neil Goldschmidt said in letters to his Congressional delegation, "(we) must provide the Coast Guard with sufficient funding from the Oil Spill Liability and Compensation Trust Fund..." and "the new Trust Fund should not be held hostage to Gramm-Rudman budgetary maneuvering." In addition, the California Senate and the California Assembly unanimously passed resolutions that respectfully memorialize the federal oil spill conferees to ensure that the Coast Guard has adequate funding to carry out its new responsibilities.

I strongly urge Congress and the Administration to join together and provide the funding required for the Coast Guard to take on this important responsibility. The Oil Pollution Liability Trust Fund should not be subjected to the same fiscal gamesmanship accorded in recent years to the Social Security, National Highway and Airport and Airway Trust Funds. The public expects, and has the right to receive, the protection offered by the existence of trust funds. They believe that trust funds are held in trust for the purpose for which they were collected. Oil pollution trust funds should be used to prevent spills and clean them up. When a spill does occur, the spiller should fully repay the trust fund so that we will be prepared for a future event. To use the funds for other purposes or to not make them available for the purpose for which they were collected constitutes a breach of trust and leads to a loss of confidence in our legislative/budgetary system. The next time oil hits the water the public will expect and demand a well organized and equipped response. They will not accept or tolerate the excuse that funding was not available due to the necessity of meeting Gramm-Rudman-Hollings targets.

NON COMMISSIONED OFFICERS ASSOCIATION OF THE UNITED STATES OF AMERICA

STATEMENT OF SGT. MAJ. C.A. (MACK) McKINNEY, USMC (RET.), LEGISLATIVE COUNCIL

UNITED STATES COAST GUARD BUDGET - FY 1991

Mr. Chairman. The Non Commissioned Officers Association of the USA (NCOA) has a membership of 160,000 noncommissioned and petty officers who are serving or have served in the Armed Forces of the United States. The majority are on active duty as Soldiers, Sailors, Marines, Airmen, and **Coast Guardsmen**. Others are serving in the Reserve, National Guard, and Retired Components, or in a veterans' status.

The NCO Association extends its appreciation for the invitation to express its views on the Coast Guard's FY 1991 budget request, but only as it applies to the Coast Guard's uniformed personnel. NCOA believes that the Commandant of the Coast Guard knows best what hardware the service requires to carry on the mission of the USCG. Therefore, the Association endorses the Commandant's request.

Personnel programs are another matter. It's not that NCOA doesn't have the same confidence in the Commandant as it does for his choice of weapons but, because his primary concern must be targeted toward fulfilling the Coast Guard's mission, there are times when hardware overshadows personnel items. It is within this context that NCOA addresses "people programs."

MOST IMPORTANT CONCERNS

Uniformed Coast Guardsmen have three important concerns. They are addressed below.

PAY. Coast Guard pay is now some 11.9 percent behind comparable pay in the private sector. That figure will rise to 12.8 percent if the Administration's cap of 3.5 percent for the January 1, 1991, pay raise is approved by Congress. In addition to eight (8) successive pay caps, and a possible ninth (9th), there are more shortcomings. They are in basic allowances for quarters (BAQ) and variable housing allowances (VHA). Both are below the intended percentages set by law. As a result, Coast Guardsmen are forced to dig deeper into their pockets to afford family as well as bachelor housing. Living on the civilian economy is a terrible financial strain on Coast Guardsmen and their families. Higher pay raises in basic pay and housing allowances are required for 1991.

HOUSING. The mere fact that USCG personnel are forced in far too many cases to live on the civilian economy demands a fairer method of compensating Coast Guardsmen. It is an extreme financial strain on those assigned to resort areas where rental costs are exceedingly high throughout the year or fluctuates on a seasonal basis. BAQ and VHA are not adequate, thus, NCOA recommends that Congress adopt a special cost-of-living allowance (COLA) to financially-assist USCG uniformed personnel assigned to such areas.

HEALTHCARE. Many married Coast Guardsmen must depend upon the Civilian Health and Medical Program for the Uniformed Services (CHAMPUS) for dependents' medical care. The program requires the Coast Guardsman to make an annual deductible payment of $50 each fiscal year per dependent or $100 for more than one dependent. After the deductible has been met, the servicemember is required to pay 20 percent of the reasonable charges for authorized out-patient services. Unfortunately, most doctors refuse to participate in the CHAMPUS program and require direct payments from the servicemember or his or her dependents. The result is a double-whammy on the Coast Guardsman's pocket-book (wallet). Not only must the servicemember pay the doctor but complete and submit the forms, then wait for reimbursement that rarely covers the full costs of the care. Since free medical care for dependents is available in Military Treatment Facilities (MTFs) and Uniformed Service Treatment Facilities (USTFs), servicemembers involuntarily assigned to areas having no nearby MTFs/USTFs should be afforded free CHAMPUS for their dependents. NCOA urges this distinguished subcommittee to adopt such legislation for FY 1991.

SEPARATION PAY

Men and women enlisting in the U.S. Coast Guard and choosing a career in the enlisted ranks have constantly faced financial risks. Not only has their pay been capped over the years but many still live in substandard housing. They aren't adequately reimbursed for necessary expenses incurred as a result of permanent changes of station orders or living on the civilian economy. They have no vested retirement program, tax-free IRA or 401K plan. If they are involuntarily separated, discharged, or denied reenlistment there is no separation pay for them as available to all other federal or quasi-federal employees. And, if separated, are entitled to only half the unemployment compensation benefits the government makes available to jobless federal employees.

NCOA believes it is now time for Congress to meet equity and fair-play by adopting separation pay for certain enlisted personnel involuntarily ousted from the military service. The Association recommends the support of this distinguished subcommittee in advocating the passage of H.R. 4003, sponsored by the Honorable Jim Slattery of Kansas.

FORMER SPOUSES PROTECTION ACT

P.L. 97-252, as amended, is a most ambiguous and inequitable law. It has little force in protecting the rights of Coast Guardsmen. It is misinterpreted by nearly every civil court in the land, particularly those in community property states.

The law should be repealed, but if not, at least modified throughout to put teeth in its language that spells-out the rights of servicemembers. It is now a one-sided instrument that belies the original intent of the proposal as debated on the House floor, July 28, 1982. House bills, H.R. 572, 227, and 2300 are recommended to the subcommittee members for support.

SURVIVOR BENEFIT PLAN

The current high-option program adopted in the FY 1990 Defense Authorization Act is too expensive for the ordinary retired Coast Guardsman. NCOA believes the provisions covering the offer should be repealed and substituted for a plan that is proposed by The Military Coalition. It's proposal offers a high-option plan that provides a survivor benefit of 50 percent of the covered amount of retired pay at a cost of nine (9) percent of the participating member's retired pay. Lesser amounts are available in increments of five (5) percent at reduced costs.

MISCELLANEOUS

In addition to the above, NCOA urges the subcommittee to actively support the adoption of the following programs that are related to the well-being and morale of all Coast Guardsmen.

Impact Aid. The original law governing federal support for impacted schools provided financial aid only for the education of military children. Add-ons of other classes of children in the years following have played a part in reducing the funds earmarked for schools whose enrollments are impacted by children of military personnel. Many of these schools are now experiencing severe financial problems and may have to close their doors or lower the standards of teaching. NCOA recommends that Congress provide additional funds to assist such schools, in particular those that are located on military installations.

Employment Preference. Spouses may lose reemployment preferences when their Coast Guard spouses retire and relocate. NCOA recommends that such spouses be authorized to retain employment preferences in the federal work force upon retirement and relocation of these servicemembers for a period of one year from the effective date of retirement.

Travel and Transportation. No transportation is provided for the remains of spouses or surviving spouses to place of residence when such persons die while undergoing hospitalization in a Military Treatment Facility (MTF) or Uniformed Services Treatment Facility (USTF). NCOA recommends that Congress authorize the transportation of the remains of spouses or surviving spouses to places of residence when their demise occurs while undergoing hospitalization at a MTF or USTF.

COLA. NCOA recommends that Congress reject the Administration's request to freeze cost-of-living adjustments to Coast Guard retired pay in FY 1991 and cap COLAs at minus-1 percent of consumer price index (CPI) for 1992-1995. Such actions are contrary to federal statutes guaranteeing full COLAs to all servicemember retirees entering the armed forces before August 1, 1986.

Child Care Expand child care facilities at Coast Guard shore installations and offer special allowances to Coast Guardsmen for child care when stationed in areas where there are no federal facilities available within a reasonable commuting distance.

Reserve Retirement Points. Amend the current reserve component point system so that a member of that component may earn a greater number of points that can be computed to determine the amount of the member's retired pay. The proposed system recommended by the 6th Quadrennial Review of Military Compensation (6th QRMC), appears to be a fair and equitable solution.

Compute Reserve Time. Authorize retired enlisted Coast Guardsmen with reserve service on or before May 31, 1958, to recompute their retired pay to reflect such service as now afforded commissioned officers.

Reserve Privileges. Authorize the use of MTFs and USTFs and other privileges (i.e.- commissary and exchanges use) for Coast Guard/reserve members who are retired, at least 50 years of age, and not yet drawing retired pay.

Montgomery G.I. Bill. Increase the benefit level to $464 monthly for active duty participant, an amount equal to that paid under Chapter 107, Title 10, and a proportional amount for Coast Guard/Reserve participants.

APPRECIATION

NCOA appreciates the attention and consideration given its views and recommendations herein. The adoption and/or funding of the issues addressed will be gratefully acknowledged by the men and women of the United States Coast Guard.

RESERVE OFFICERS ASSOCIATION OF THE UNITED STATES

STATEMENT OF COMDR. WILLIAM E. LEGG, USNR (RET.), DIRECTOR, NAVAL AFFAIRS

Mr. Chairman and members of the committee:

It is my pleasure to address this committee concerning the Fiscal Year 1991 Budget request for the United States Coast Guard.

Now in its 200th year of service to our nation, the Coast Guard continues to demonstrate its multi-mission capability and flexibility. The Coast Guard is truly a unique Armed Force, the only one with important peacetime functions enforcing a variety of our nation's laws plus a significant role to play as a specialized branch of the Department of the Navy upon mobilization. Adequate authorization and funding to perform the spectrum of assigned tasks is essential for an effective Coast Guard.

COAST GUARD BUDGET REQUEST

Admiral Yost has described the Fiscal Year 1991 Budget request now being considered by Congress as "The Best budget the Coast Guard has ever had." To offset this enthusiasm it must be noted that this comparison has to be based on major budget deficiencies Admiral Yost has had to deal with during his tenure as Commandant. Also, he is quick to add that any additional tasking will require additional resources from Congress.

One area of specific concern is the Comprehensive Oil Spill Liability Act which is under consideration in both houses of Congress. In its current form, this bill would establish expanded tasks for the Coast Guard without the required manpower and funding necessary to do the job. Adoption of this legislation without providing the requisite resources will *compound today's problem in the Coast Guard where authorized personnel exceed the funds available by approximately $20 million in Fiscal Year 1990.*

ROA has been keenly aware of the continuing saga of obtaining adequate funding for the Coast Guard, particularly over the past five or six years. During this period we have seen the tasks and responsibilities of the Coast Guard increase and the manpower and funding decrease. We have seen relatively well funded budget requests submitted by the Administration be dramatically reduced and restructured by the Congress as resources were shifted within Function 400, Transportation, to permit funding of other transportation agencies, such as Urban Mass Transit or AMTRACK, at a level higher than in the President's Budget request.

The Coast Guard has been a major source of funds for the "plus ups" of these agencies. In turn, the Department of Defense has been the source of funds, over $2 Billion in the last six years, to make up for cuts from the requested level in Coast Guard operating and procurement appropriations that generated funds for these other agencies.

This "daisy-chain" funding is not only inefficient because it requires extraordinary actions by the Coast Guard to obtain much of the "in-kind" support from DoD, it also masks the base of resources needed to operate the Coast Guard. But now the ultimate source of funding, the DoD Budget, is drying up. Solving the problem of an under-funded Coast Guard by diverting Department of Defense resources is no longer a realistic option.

ICEBREAKER

A milestone was reached last year when Congress approved the construction of a new Polar Icebreaker for the Coast Guard. ROA has been advocating the replacement of two of the previously decommissioned icebreakers to bring the Coast Guard to a total of four. As you are well aware, as recent as 1987 the Coast Guard operated five icebreakers. By comparison, the Soviet Union has 17 polar icebreakers, Canada six, and Japan two.

Congressional approval of the procurement of a new polar class icebreaker with an antisubmarine warfare capability was somewhat complicated by funding it in the DoD budget and requiring a report from the President on the United States Polar Icebreaking requirements.

ROA is concerned that this icebreaker is still on a DoD deferral list and may be used as a source of funds for one of the pending reprogramming requests. We encourage early submission of the required Presidential report to Congress, prompt removal from the deferral list, and early demonstration of a firm commitment to procure this much needed asset.

SELECTED RESERVE

The budget request includes a slight increase in Coast Guard Selected Reserve strength to a Fiscal Year 1991 end strength of 12,700. This very modest growth will still leave the Coast Guard Selected Reserve at less than 50 percent of validated mobilization requirements, while the Selected Reserve of the other Armed Forces exceed 95 percent of their requirements.

ROA was a strong advocate for the development of a plan to increase the size of the Coast Guard Reserve to at least the proportion of documented mobilization requirements achieved by the Reserve Components of the other armed forces. We were encouraged when a ten year plan to achieve 95% of requirements was finally endorsed by the Administration in 1988. Unfortunately, there has been almost no progress in meeting the incremental steps needed to achieve the goal by 1998. Last year Congress did provide a substantial increase in authorized strength (15,000 end strength for FY90 and FY91). But, the Reserve Training appropriation was only funded at a level sufficient to support an end strength of 12,050 personnel, approximately the same as the 12,000 strength level achieved at the end of FY88.

It is apparent, that at this rate, we will be well into the next century before the Coast Guard Reserve is anywhere close to meeting today's requirements. The pending draw-down of U.S. Forces in Europe underlines the need to increase the size of the Coast Guard Reserve in an orderly and meaningful manner. The major mission of the Coast Guard Reserve is port security which will be even more critical in the future than it is today because we must become able to send troops and equipment even more rapidly than under current plans.

Therefore, ROA recommends that the Coast Guard be authorized and funded for an end strength of 13,050 Selected Reservists. This is 850 above the budget request, but is only 1,500 more than the Fiscal Year 1990 level, the same annual growth included in the Administration's 10-year plan. This action will require the addition of 3.667 million to the Reserve Training appropriation for a new total of $83 million for Fiscal Year 1991.

SUMMARY

In summary, the Reserve Officers Association strongly supports funding the Coast Guard from its own appropriation at a level at least at that requested in the President's Budget submission, a relatively modest $3.4 billion. ROA also recommends an increase in Selected Reserve strength to enable the Coast Guard to get a belated start to achieve the goal of the Administration's 10-year plan to reach 95 percent of requirements by the turn of the century.

Thank you for the opportunity to present the position of the Reserve Officers Association on the Coast Guard Budget. I would be pleased to respond to any questions at this time.

FEDERAL AVIATION ADMINISTRATION FUNDING

STATEMENT OF THE AIR TRANSPORT ASSOCIATION OF AMERICA

The following is a short summary of the views of the Air Transport Association with respect to the FAA's Fiscal Year 1991 Budget Request:

- Safety, ATC system modernization and airport/airspace capacity expansion are the airline industry's three most important priorities.
- The most critical current problems are related to operational inefficiencies in the ATC system; these problems should be accorded the highest funding priority.
- FAA's plan to modernize the ATC system - the NAS Plan - is essential and should be completed as rapidly as possible. Other F&E programs essential to safe and efficient system operation, but not included in the NAS Plan, must be taken into account in planning for future needs.
- The major programs in the Federal Aviation Administration budget request should be funded at the following levels in Fiscal Year 1991: Facilities and Equipment, $3.0 billion; Airport Improvement Program, $1.8 billion; Research, Engineering and Development, $260 million; Operations and Maintenance, $4.24 billion.
- FAA procurement reforms are sorely needed to reduce delays and excessive costs in systems acquisition.
- Airlines are fully committed to making investments in the system and are willing to cooperate with the federal government and airport operators to ensure that solutions are found.
- FAA should continue to conduct R,E&D on explosives detection techniques, and should strive to perfect those techniques in operational tests prior to mandating wide-scale implementation of such technologies.
- FAA and DOT should mandate similar security requirements on foreign-flag carriers operating to and from the U.S. as are applied to U.S. carriers. Over 50 percent of the U.S. citizens travelling abroad travel on foreign carriers; those passengers are not afforded the same level of security as those travelling on U.S. carriers. DOT should be directed to undertake a conclusive study assessing the loss of U.S. market share versus foreign carriers due to competitive disadvantages resulting from differing security requirements.
- FAA should be permitted to purchase, sole-source, six additional precision runway monitoring systems at a total expenditure of $20 million. FAA should be directed to immediately establish operating criteria for these systems.
- There are many improvements that need to be made in the FAA Operations and Maintenance programs, including the addition of technically qualified staff; better training facilities and techniques; increased funding for travel and personnel transfers; and a viable maintenance and logistic distribution system.
- Air Traffic Controller staffing levels next year should be increased to 17,900 and Maintenance Technician staffing levels to 9739; Aviation Safety and Security Inspectors and support positions should be increased by 564 in the same time frame; Instrument Approach Procedures Specialists positions should be increased by 30 in Fiscal Year 1991 (and in each of the next two years as well); and Engineering and Scientist Specialist positions should be increased by 20 during Fiscal Year 1991 (again, also in the next two years).
- The FAA should focus special attention on the New York TRACON, the situation in the three New York area control towers should also be addressed. Funding should be provided that will allow FAA to reduce delays in the New York area.
- FAA should be directed to immediately begin a systematic and scientific assessment of enroute and terminal ATC capacity to increase and improve sector throughput.

The Air Transport Association of America (ATA), on behalf of the nation's scheduled air carriers, is pleased to address the Federal Aviation Administration's Fiscal Year 1991 budget request and to seek the Subcommittee's support for actions that will assure a safe, efficient and constraint-free airport and airspace system.

Each year, we provide our views on the FAA budget and recommend enhancements for programs included in that budget. We make these recommendations based on extensive study and discussions with FAA personnel and with our members, who benefit the most from a focused, comprehensively planned, and soundly funded Federal aviation program.

Last year we emphasized the need to make adjustments in the air traffic control modernization program and to increase efforts to quickly improve operations to and from the terminal hubs. These terminal facilities were to receive new ATC computers following the completion of the enroute facility computer modernization program. Delays in that program forced FAA into taking interim steps to improve the terminal facilities; ATA advocated and strongly supports these steps -- known as the Interim Support Plan. Last year, with your assistance for example, the pay demonstration program was allowed to continue, providing valuable assistance in hard-to-staff ATC facilities. Each year, this Subcommittee recognizes the most needed actions, and invariably ensures that those programs receive funding. We are confident that this year will be no different.

This year we are faced with further delays in the modernization of the enroute system, which will have a negative effect on FAA's ability to add computer enhancements to both the enroute and terminal air traffic control systems, and further delaying installation of the new advanced automation controller displays from 1994 to approximately 1996. The causes for this further delay are numerous: FAA management and contractor performance; federal procurement constraints; and a GAO recommendation to perform additional operational testing before delivering equipment to the field.

FAA must find a way to expedite the needed improvements to the enroute and terminal air traffic control systems; this is the ATA theme for this year -- we need your assistance in continuing airspace system improvements, and in accelerating those parts of the NAS Plan that have been burdened by delays. We appeal to this Subcommittee to sufficiently fund the FAA programs at levels commensurate with actual need.

ATA FISCAL YEAR 1991 PRIORITIES

We believe that the modernization, expansion, and safe and efficient operation of the air traffic control system are among the most critical problems confronting us in the years ahead, and are the key to providing adequate aviation system capacity. These goals deserve the highest funding priority. If we solve these problems, then solutions to many of our other problems will fall into place. With that in mind, we have three priorities:

- **Safety is always the highest priority**, because that goal has resulted in the greatest air transportation system in the world and is the very foundation that builds confidence in our system.
- **Secondly, it is imperative that we update and improve** the capacity and efficiency of the system that is in place today. The current system last year handled 6.7 million flights and transported about 450 million passengers. Despite a slight reduction in the number of flights, delays increased 16 percent in 1989 over 1988 and there have been a number of significant system malfunctions. It has been estimated that inconvenience, lost productivity and other delay-related costs amount to more than $3 billion annually. The system does work and is safe. However, budgetary constraints do not permit spending for modernization in proportion to demand, resulting in system inefficiencies.
- **Third, we must expand the entire system** and manage long-standing problems, especially noise, if we are going to keep up with future demand. As I previously stated, more than 800 million passengers annually are forecast by the year 2000, nearly double today's level, which has in turn doubled since deregulation of the airline industry in 1978. The continuing imposition of noise regulations on the local level, each with its own characteristics and requirements, is creating a "patchwork quilt" that is making airline scheduling and operation more inefficient each year. The need for a national noise policy, including the requirement for stringent local airport zoning laws, has never been greater.

The Air Transport Association and its membership have developed two documents that will assist us and FAA in focussing on the full range of issues, in an attempt to bring many of these problems to resolution. The ATA Safety Agenda (ATTACHMENT A) focuses on operational, airworthiness, weather and crew performance issues, while the Capacity and Efficiency Agenda (ATTACHMENT B) is intended to serve as a priority work program to guide ATA and its member airlines efforts to secure needed system enhancements. It cuts across all major FAA program descriptions -- F&E, AIP, R,E&D, O&M -- to identify projects that will enhance capacity and improve efficiency of system operations. We believe these two documents serve a useful purpose: to focus attention on FAA programs currently warranting emphasis.

AIRLINE COMMITMENT

The air carriers are clearly committed to investing to meet the air transportation needs of the future. For example, there are firm orders and options for over 2,100 new, quieter, more efficient aircraft valued at over $100 billion dollars. An average of over $5.5 billion is spent each year on airport capacity expansion and modernization, of which approximately 30 percent is funded through the Airport Improvement Program (AIP). Of the remaining 70 percent, the air carriers bear a majority of the costs in the form of bond guarantees and user fees and charges. Based on a recent ATA survey, in the time frame of August 1988 to August 1990 alone, nearly $11 billion in new, capacity expanding projects will have begun at 58 of the nation's busiest airports (ATTACHMENT C).

At the same time the air carriers are updating their fleets to comply with ever-tightening noise restrictions, they are confronting government safety and security mandates estimated to cost $8-10 billion in the years ahead, and fuel cost increases that are adding more than a billion dollars a year to industry costs.

The airlines will spend many billions of dollars over the next ten years in preparation for the next century. We must have a commensurate national commitment to take action to carry this nation's aviation system into the 21st century. We have relied on the Aviation Trust Fund to provide both airway and airport capital improvements, including ATC modernization, and a portion of FAA operations. Yet, each year, because of budget deficit pressures, the FAA budget request is below Congressionally-approved levels. And, despite critical system needs, the FAA budget suffers additional cuts due to forced, across-the-board reductions.

The FAA's Fiscal Year 1991 capital program spending needs, in the opinion of the ATA, exceed the Administration request that is before you. As has historically happened, the Administration has chosen to understate the need in the name of deficit reduction -- despite the fact that the money being withheld is dedicated to the FAA programs. It is up to this Subcommittee to ensure the wise expenditure of those Trust Fund dollars. In the next few minutes, I will outline the ATA views on each major program, suggesting specific enhancements for those programs.

AVIATION SECURITY

I would like to first focus on another top priority: aviation security. The threat we face in aviation security today is far different from what it was when we first began screening passengers and carry-on baggage in the early seventies. Then, hijacking was the primary threat; now we face sabotage by international terrorists using commercial aviation to make their point against governments with whom they disagree.

Meeting this new and more dangerous threat both warrants and requires greater government involvement in airline security. Government must go beyond its traditional regulatory role and become an active partner of the airlines in security. ATA has advanced four specific proposals for increased government participation and assistance in improving airline security.

First, it is essential that FAA continue to accelerate its research and development efforts to make available to the airlines the best techniques and equipment capable of detecting explosives in the commercial aviation environment. FAA last year identified Thermal Neutron Analysis (TNA) as the first technique that appears capable of detecting the explosives of concern in the quantities of concern to commercial aviation.

The airlines have been staunch and long-standing supporters of this FAA R,E&D program. The development of TNA is a major accomplishment that should be vigorously pursued. However, the airlines strongly oppose FAA regulatory action to require widespread deployment of TNA for inspection of all international checked baggage.

Last year, FAA promulgated a final rule which became effective October 5, 1989 that is intended initially to require deployment of about 150 explosives detection systems (EDS) by the end of 1991 for the screening of all international checked baggage at 15 U.S. and 25 foreign airports served by U.S. airlines. Thereafter, the rule would be extended for 100 percent EDS inspection of checked baggage for all checked bags on all U.S. carrier international flights, requiring 860 systems by 1999. At this time, TNA is the only technology approved by FAA for this purpose, and the only one likely to gain FAA approval in the near term.

The airlines have repeatedly urged that the FAA reconsider its plans for implementation of the new explosives detection systems in order to take full advantage of the operational experience to be gained through the installation and use of the six TNA units FAA has on order from the now sole source of the equipment, Science Applications International Corporation. These six units were originally planned for operational test and evaluation purposes, and the airlines believe that this critical step must first be completed and the results thoroughly evaluated before any decisions are made for widespread deployment of TNA equipment.

It is important to recognize also that all experts appear to be in complete agreement that TNA does not present a full or final answer to the problem of explosives detection. Accordingly, it is essential that FAA continue to accelerate R,E&D efforts to develop and make available the most effective and efficient techniques and equipment that can be used by the airlines to meet their security requirements.

It is appropriate also that the government nurture these techniques to maturity by funding initial industry purchases of state-of-the-art equipment. Such government funding has clear precedent. FAA provided funds to the airlines in the early Seventies to speed the deployment of improved metal detectors at U.S. airports. Federal financial assistance now is even more appropriate and more urgently needed to meet today's far more dangerous threat of international terrorism.

Second, to help ensure that all American travellers receive the protection they deserve, we recommended that foreign carriers serving the U.S. from the same high-threat airports be subjected to the same security requirements that the U.S. carriers must meet. The fact that foreign carriers do not operate under the same security rules is, we think, an obvious gap in FAA's security program, especially when it is recognized that some 50 percent of U.S. citizens who travel abroad use foreign airlines. Not only does the FAA's failure to require foreign carriers to perform the same security measures create a security gap; it also creates competitive distortions between U.S. and foreign carriers when the security measures require additional time at check-in and boarding, and the extra precautions must be performed at airline expense.

DOT conducted a study on whether there has been a drop in U.S. carriers' market share of international passenger travel because of these competitive distortions. They have just completed that study which neither proves nor disproves the fact that U.S. carriers have lost ground to foreign carriers. However, we think it is essential that DOT be directed by this Subcommittee to undertake a more in-depth and conclusive study as soon as possible.

DOT examined only total numbers of passengers travelling in U.S. versus foreign carriers. However, we maintain that they need to look at the fare class of those passengers. The study must examine the statistics on whether the U.S. carriers are still attracting the same numbers of first class and business class travellers as they did before the new security regulations went into effect. Only DOT can gather these statistics from the foreign and U.S. carriers.

We believe the results will clearly show that the U.S. carriers have indeed lost ground to the foreign carriers because of the additional security measures that only U.S. carriers are required to perform.

Third, we suggest that FAA should deploy more of its own resources, in the form of security inspectors and federal air marshals, in areas where the threat is greatest. After the 1985 TWA hijacking, Congress approved more spending for security; FAA subsequently hired more marshals and inspectors, doubling the size of its security forces. The additional work force is welcomed, but FAA must assign more of its security experts to ground duties in support of airline security activities at high risk locations overseas -- specifically at the high-threat airports in Europe, the Middle East and the Far East where FAA has imposed extraordinary security measures for U.S. airlines. Although the severe threat has been and remains at those locations, we estimate that less than 10 percent of FAA's security professionals are assigned to those airports, and none have been assigned to ground duties in support of airline security programs. FAA is making some progress in this regard, however, with approximately 10 FAA security liaison officers being assigned to those locations. This is a step in the right direction. Many additional security liaison officers are needed at the 47 high-threat foreign airports involved to assist U.S. airlines, coordinate security requirements and activities, and to maintain continuing assessments of the adequacy of the total security environment at those locations.

Fourth, we recommended that the United States accelerate efforts to strengthen, through ICAO, agreements on airport and airline security. While ICAO has made considerable progress toward that end in recent years, more needs to be done. ICAO should lay out tougher security standards for all nations and should be given the added authority needed to evaluate security programs around the world and to impose sanctions against nations that fail to live up to established standards.

These recommendations have a common thread: they recognize that acts of international terrorism are intended to influence the policies and behavior of governments -- with commercial aviation being an attractive and vulnerable surrogate target -- and they call on the Federal government to take a greater role in airline security. We support these steps as minimum requirements for FAA aid in protecting air travellers against the scourge of terrorism in the immediate years ahead.

FACILITIES AND EQUIPMENT NEEDS

The Administration has requested $2.5 billion in appropriations for the F&E account for Fiscal Year 1991. ATA believes that this request is $500 million short; we support a $3.0 billion appropriation. The NAS Plan has been the centerpiece of FAA's program to modernize the air traffic control system, to increase the safety of ATC services offered to airspace users, and to increase the capacity of the ATC system. ATA member carriers have enthusiastically supported the NAS Plan since its inception, and this support remains undiminished. This program is fundamental to the continued safe and efficient operation of the nation's ATC system. Every air carrier, most cargo and package shippers and business aviation operators are dependent upon the Instrument Flight Rules (IFR) services provided by ATC. ATA member carriers cannot fly - or even taxi - without an ATC clearance. Similarly, every airline passenger is dependent upon the quality of ATC service provided by FAA for their safety and for efficiency of airline service. It is in this context, Mr. Chairman, that you and your colleagues on this Subcommittee must consider the program funding needs of the F&E account.

As you know, the NAS Plan was first published in December, 1981. It comprises a specific group of modernization projects which are, as we noted, fundamental to the continued safe and efficient operation of the ATC system. But it does not include all of FAA's F&E needs. I will return to that point later. The NAS Plan has, of necessity, evolved over the years. New programs have been added, some completed, and others modified. As FAA has stated, the Plan has become a "living document". Administrator Busey has stated that he intends to reorient the document so that it comprehensively describes the FAA's ATC system capital investment needs. We applaud such a development because it will improve understanding of the true scope and magnitude of FAA's need for capital investment in the system, both to satisfy current demands and to cope with forecast growth.

Forecast completion costs for all NAS Plan projects have grown dramatically since the Plan was first published -- from $11.0 billion in 1982 -- to FAA's current estimate of $16.0 billion -- to $25.0 billion according to a recent GAO study[1]. Some of this cost escalation is due to the inclusion of new projects in the Plan, some of the increase is due to delays in completion of programs. As programs are delayed, costs inevitably rise. The question is: What can be done to reduce the delays that produce this cost escalation? We believe there are opportunities to introduce reforms that will reduce major systems acquisition delays.

The reasons for delay in NAS Plan acquisition and implementation are numerous: programs were launched without adequate specification of the operational requirements; FAA, partly because of insufficient numbers of experienced program managers, has been unable to provide sufficient oversight of certain contractors; technical specifications for some projects were amended after contractor design was partially completed; some contractors have failed to perform adequately and FAA has been slow to terminate their contracts; some projects have proven technically more complex than originally foreseen, making integration of these complex projects more difficult and time consuming than anticipated; and finally, the entire NAS Plan has suffered from Federal budget constraints. Long-term projects are most efficiently executed when underpinned by long-range funding commitments. Annual adjustments have been made in NAS Plan projects, reflecting changing budget priorities and constraints, where this Subcommittee must make difficult choices between competing programs.

---

[1] General Accounting Office, "Air Traffic Control, Continued Improvements Needed in FAA's Management of the NAS Plan," Nov., 1988

Cost escalation in the NAS Plan, and related F&E programs, has been a source of great concern to all of us. But this cost growth is a development that must be factored into our planning for the future. We must complete the NAS Plan and modernize the system or face the consequences: gradual erosion in IFR system capability due to increasing numbers of system failures and outages, decreased safety due to loss of hardware or software capability at a critical moment, lost opportunity to reduce risk due to severe weather, lost opportunity to increase safety, in the air or on the ground, and the inevitable escalation in delays and inconvenience as ATC system capability falls behind growth in demand for services. Symptomatic of the problem is the 16 percent increase in FAA-reported delays during 1989 compared to 1988, despite a reduction in the number of flights handled.

Key NAS Plan projects need to be accelerated. We have included a list of F&E projects deserving higher funding levels this year. (ATTACHMENT D) This compilation of safety and capacity projects was developed based upon an examination of the Fiscal Year 1991 Administration budget request for FAA F&E programs. The list, which totals $530 million, includes our estimates of funding increases that are needed in major NAS Plan programs, as well as more mundane "brick and mortar" and other support projects.

We have also attached a listing of ATA airline priorities for F&E capacity-enhancing projects not yet funded by FAA. (ATTACHMENT E). Many of these projects could be completed this year, thereby enhancing capacity at those airports and thus reducing delays.

Precision Runway Monitoring Systems

FAA is planning procurement of precision runway monitors, which it is expected will make possible safe reductions on the required spacing for independent IFR parallel runway operations and will have a major beneficial effect for independent converging IFR operations as well. FAA needs the assistance of this Subcommittee to do this. This tool has the potential for providing significant airport capacity relief in the short term, but the procurement process FAA is apparently obligated to use may delay the use of these systems until past 1996 or 1997.

We believe, as does the Administrator's Aviation System Capacity Task Force, that these sensor systems are valuable, and that their benefit is sufficiently clear that F&E procurement of at least six additional sensors (to complement the two already in place at Raleigh-Durham and Memphis) should proceed now, with minimum delay, and using an expedited procurement process.

The Aviation System Capacity Task Force has offered several recommendations to help expedite the implementation of this tool. Among the recommendations are:

- **That FAA be permitted** to procure at least three additional Quick-Scan systems and at least three back-to-back systems sole source and that $20 million of Fiscal Year 1991 funds be allocated accordingly;
- **That FAA should proceed immediately** to complete production specifications for both types of sensors, by July 1990;
- **That the production specifications for the sensors** should call for realistic reliability/integrity standards, commensurate with the status of the sensors as systems intended for special procedures and not primary navigation of surveillance systems;
- **That FAA should begin work** on the development of operating criteria and minima for use of the new sensors such that they are available for use by September 1990; and
- **That the new sensors**, in addition to procurement under the FAA F&E program, be made eligible for AIP funding, and private purchase where appropriate, but with arrangements to have such sensors taken over by FAA for ownership, operation and maintenance.

We urge this Subcommittee to help FAA to move quickly to bring these valuable tools to beneficial use.

RESEARCH, ENGINEERING AND DEVELOPMENT

The Administration has requested $190 million for R,E&D in Fiscal Year 1991; we believe the R,E&D program should be funded at a much higher level, specifically, $260 million.

Historically, FAA has used approximately 90% of its R,E&D budget to support NAS Plan projects. Many of those projects have now been transferred to the F&E account. This provides greater opportunity to pursue other safety, security and capacity enhancing programs, as well as reorienting the program towards long-range needs and opportunities. In the safety area, more resources need to be devoted to human factors programs intended to reduce opportunity for error by pilots, controllers and persons engaged in the maintenance of aircraft. Further enhancements in our ability to detect explosive substances are required to buttress security at airports. Additional effort is needed in aircraft safety technology programs, including those related to aging aircraft.

Numerous programs compete for R,E&D funding as potential capacity enhancing measures. Prominent among these are airport capacity improvement projects such as the precision approach monitor and application of space-based communications, navigation and surveillance techniques to improve the efficiency of ATC services, particularly in remote areas and over the oceans.

FAA R,E&D programs have traditionally suffered because of other funding priorities. We urge this Subcommittee to appropriate $260 million for Fiscal Year 1991. We have included a listing (ATTACHMENT F) that includes the programs where additional funding needs are greatest.

AIRPORT IMPROVEMENT PROGRAM

The Administration's Fiscal Year 1991 proposal sets a $1.5 billion spending limit on airport improvements, despite the current authorization of $1.8 billion. There is a demand for AIP funds that exceeds the $1.8 billion authorized level, as evidenced by the $7 billion-plus backlog in requests and FAA estimates of about $6.3 billion in identified AIP-eligible projects -- just for Fiscal Year 1991. Based on past experience approximately 30 percent of the total airport development in a given year is funded by AIP, assuming the figure of $6.3 billion is accurate, then an obligational limitation of $1.8 billion would be consistent with historical Federal commitment for funding airport capital projects. ATA recommends AIP funding of $1.8 billion for Fiscal Year 1991.

Civilian Use of Military Bases

Much has been said over the past several years about the need for increased airport capacity, and the need for greater funding to create new airports. ATA believes that there is a way to accommodate growth in the number of civilian airport facilities without investing great amounts of time, energy and money into completely new facilities: by taking greater advantage of joint-use opportunities, and by converting decommissioned military facilities into civilian airports. There has been a great deal of talk about such activities, yet little has been done -- largely because of a lack of cooperation between the Departments of Defense and Transportation. ATA recommends that this Subcommittee mandate the establishment of a permanent, dedicated high-level position within the FAA to act as a liaison with the DOD, to place emphasis on creating and maintaining joint-use opportunities, and to investigate the full potential of military bases slated for closure.

There may be another function that such an individual could fulfill: to investigate whether or not a base slated for closure, but not necessarily advantageous for civilian use, could be "swapped" for another, better located, military base that offers greater potential for civil use. We believe such actions could create great gains in the capacity of the national air transportation system at little cost to the taxpayers.

OPERATIONS AND MAINTENANCE

The FAA's Operations and Maintenance budget request totals about $4 billion; ATA believes that the proper funding level for the Fiscal Year 1991 O&M account should be in the range of $4.24 billion. We have attached a chart (ATTACHMENT G) showing how we recommend spending the extra $140 million. But just as we have suggested many improvements in the other FAA programs, there are many improvements that can be made in the Operations and Maintenance programs. To achieve the levels of safety, capacity expansion, and ATC system modernization desired, more people, properly trained and with appropriate technical skills are needed; the more experienced and fully-qualified people need to be assigned to critical spots. Travel and permanent change of station funding is also required to support those needs; the maintenance and logistic distribution system that is so important to the nation's ATC system needs to be rebuilt.

The scope of the agency's O&M programs is substantial: they account for about 51,800 personnel and $4.1 billion in the Fiscal Year 1991 budget request alone. I will not attempt to review in detail the justification for all of these diverse programs; indeed, it would be impossible for me to do so. Rather, I will focus on program elements warranting enhancement.

Staffing Levels and Personnel Administration Issues

FAA, like all Federal agencies, must comply with manpower ceilings established during the budget preparation and appropriation processes, as well as a comprehensive body of personnel recruitment and administrative regulations promulgated by the Office of Personnel Management (OPM). The agency has limited flexibility in making short-term adjustments to changing demand for services, especially air traffic control, and in satisfying personnel needs in certain high cost-of-living locations.

Congress took steps last year enabling FAA to undertake a pay demonstration program for air traffic controllers and maintenance technicians at key locations. The objective was to provide an incentive for key personnel to transfer to high-activity facilities. ATA supported the program last year, and continues to support it as a step in the right direction. But it is just a first step. Having said that, the pay demonstration program was compromised by not having sufficient change of station funds to affect the transfers of those who opted to move to the hard-to-staff facilities. Every year, it seems, we hear FAA has sufficient funding, and every year, they end up being constrained in hiring, training or travel.

The agency needs a more comprehensive and rational program for hard-to-staff facilities. The scope of the present program needs to be expanded, and other steps need to be taken, to ensure that FAA has adequate numbers of fully qualified personnel to man ATC facilities and perform other safety services. The agency needs to:

- **Establish a pay incentive program** to permanently replace the current pay demonstration program to provide geographic flexibility and include other safety and service-critical skills. This program should not be allowed to proliferate beyond those facilities that are hard-to-staff;
- **Recruit locally** for hard-to-staff facilities;
- **Adopt a mandatory transfer policy** as a condition of employment so that the agency is able to transfer personnel with appropriate skills when needs dictate;
- **Establish controls** to limit the ability of personnel with much-needed skills to transfer out of a hard-to-staff facility unless there is a bona-fide hardship need to transfer;

- **Reinstitute authority to use rehired annuitants**, as has been permitted in recent years to augment training and other support functions where the supply of qualified full time employees is inadequate;
- **Secure authority to hire at entry-level** directly from accredited education institutions having aeronautical programs without need for students having to satisfy OPM civil service register requirements.

In addition to the above measures, intended to assure more flexibility for FAA to recruit personnel and assign them to locations where essential skills are most needed, we believe FAA needs to exert significant additional effort and commit additional resources to the techniques used to train technical personnel. Greater use needs to be made of computer-based instruction (CBI) techniques and of simulation. Both techniques are widely used in the airline industry with great success, and we believe the FAA could benefit from broader application of these techniques for air traffic controllers. The agency is using these techniques on a limited basis, and we applaud their initiative. However, FAA needs to make a greater investment in new technology training applications to reduce the wash-out rate and to reduce the length of time required to complete training cycles.

The wash-out rate for ATC trainees has been a matter of continuing concern, both at the FAA Academy and at local facilities where trainees are brought up to full-performance-level (FPL) status. We understand the failure rate for ATC trainees at the Academy has increased over the past year. This is particularly troublesome because progress has been slow in building up the number of FPLs in the controller work force at critical cations. The FPL attrition rate is uncomfortably close to the qualification rate for new FPLs.

FAA needs to find means to reduce the training failure rate and shorten the training cycle time. We elieve the agency's "Flight Plan for Training" program should help achieve these objectives. We support nvestment in additional CBI and simulation facilities to accomplish the training objectives which are fundamental o a competent work force. Investment in more modern training capabilities will benefit FAA's maintenance technician, safety inspector and pilot work forces in addition to the air traffic controller work force.

Closely related to success of the FAA's personnel recruitment, assignment and training programs is availability of adequate resources for travel and permanent change of station (PCS). FAA requests for such funds are regularly reduced as an inevitable part of the absorption process which requires the agency to fund annual pay raises, increased health benefits, and new hires with existing resources. The agency cannot continue to absorb cuts in travel and PCS funds without compromising their ability to recruit, train, and transfer personnel. Further, travel funds are particularly important to support the coordination of a "national" air traffic control system which requires face-to-face contact among the many FAA regions, facilities, and users to continuously fine-tune a highly complex and dynamic airspace environment. We hope this Subcommittee will join with us in seeking necessary additional resources in conjunction with the budget process.

Adequate FAA staffing levels are essential to safe and efficient operation within the National Airspace System (NAS). We are greatly concerned about the adequacy of FAA staffing levels for controllers, maintenance technicians, pilots, engineers, instrument approach procedures specialists, and security and safety inspectors.

For some important skills, FAA has underestimated growth in demand for services -- driven by an increased demand for air travel. Further, the training cycle from new hire to fully productive employee is so lengthy that FAA has been unable to react quickly to changing circumstances. The result is understaffing at some locations.

The common thread for all the critical skills mentioned is that FAA needs to be given more flexibility and additional funds to fill the training pipeline and to keep it filled for enough years to be certain of a steady flow of skilled, fully-qualified technical personnel. Another solution is to develop and apply more modern training methods to reduce the length of the training cycle and improve the quality of training.

We believe, based on our review of the FAA budget submission, that increases in Fiscal Year 1991 personnel levels to accomplish these objectives are necessary. Where noted, these proposals are for levels above the Administration's Fiscal Year 1991 budget request.

- **Air Traffic Controllers** -- increase to 17,900, 405 more than the staffing level of 17,495 approved for Fiscal Year 1990. As you already know, FAA actually reduced their staffing goal for Fiscal Year 1990 to 17,000. FAA also needs to reexamine the distribution of developmental controllers (trainees) between centers and terminal facilities, ensure that each facility has an adequate developmental pipeline and concentrate on the quality of the training cycle.
- **Maintenance Technicians** -- add 200 more technicians, in addition to the 260 new positions requested, to bring the work force to 9739 by the end of 1991. This will require an additional $30 million in appropriations. Delays in the introduction into service of NAS Plan equipment have resulted in the need to maintain the existing equipment for longer periods of time. Maintenance technician staffing shortages have been identified as a problem during FAA System Safety and Efficiency Reviews. In addition, by 1995 more than 50 percent of the work force will be eligible to retire. The training and personnel replacement rate must be accelerated to insure continued safety and reliability of the ATC system.
- **Aviation Safety and Security Inspectors** -- We support the FAA request for 300 additional safety inspectors, 100 support personnel, and 164 additional security agents and support personnel to enhance civil aviation security. Moreover, there is a critical need for the assignment of FAA security liaison officers at high-threat foreign airports to assist U.S. airlines in carrying out the extraordinary security measures required at those locations. Also, there may be a need for additional FAA inspectors to insure more rigorous enforcement of DOT hazardous materials regulations. Added positions may be necessary to meet these

responsibilities unless FAA can assure they will be adequately carried out with the 164 additional security personnel requested in the Fiscal Year 1991 budget submission.

- **Instrument Approach Procedures Specialists** -- we recommend that FAA add 30 new personnel per year for at least the next 3 years, distributed among the Regions, the Aeronautical Center and Headquarters, to augment FAA's capability to develop new instrument approach criteria and to apply the criteria to a steadily increasing number of instrument procedures. The FAA Regional Offices are suffering from inadequate numbers of personnel with the requisite qualifications to cope with growing workloads. This is reflected in increased delays in instrument procedures approvals with resultant operational inefficiencies for the users. In addition, FAA is faced with demands for development of new criteria for complex instrument approach, missed approach and departure criteria for area navigation applications, MLS, Loran C, and new systems such as GPS. Additional annual appropriations of $5 million are required to support each increment of 30 additional specialists and 5 support personnel.
- **Engineering Specialists** -- We recommend FAA add 20 engineering /computer science specialists per year for at least the next three years to augment agency capabilities in four important areas: 1) maintenance and certification issues arising in connection with the existing airline fleet and new aircraft models under development; 2) program management for major elements of FAA's Facilities and Equipment programs; 3) oversight of significant Research, Engineering and Development programs; and 4) experts in computer modeling and simulation techniques to develop decision-making assistance tools for air traffic controllers and flow management personnel. FAA's level of technical excellence in these important areas needs augmentation to address ever more complex issues related to safety and increased system capacity. Special pay rates may be needed to attract the level of professional qualification and expertise needed. We recommend an added annual appropriation of $5 million for each increment of 20 professional engineering specialists and 10 support personnel.

OTHER PROGRAM SUPPORT

As I stated earlier, we believe the newly established "Flight Plan for Training" initiative undertaken by FAA will address the important need for improved training. This program, according to our best information, will cost $400 million over the next five years. Fully two-thirds of these requirements fall into the O&M account; the rest is F&E money. Until this program is completely established, FAA will need to continue the use of site-specific radar training and the use of outside training contractors estimated at $23-$25 million annually.

The current maintenance technician staffing problem will not be completely addressed by adding staff. The use of limited outside contractor support is needed to assure that FAA is able to keep the National Airspace System operating safely and efficiently as seasoned maintenance technicians retire and new equipment installations add to the workload.

FAA wants to hire a system support contractor to augment the maintenance technician work force in Fiscal Year 1992. We understand they will need about $4.5 million to award such a contract. We believe FAA should be permitted to award the contract in Fiscal Year 1991, since the maintenance staffing problem is so critical in nature.

Once again, I must emphasize the importance of reinstituting the reemployed annuitant program, and the desirability of including maintenance technicians, on a temporary basis under the same program provided in recent years for air traffic controllers. This short-term action will help FAA achieve the goal of providing maintenance staff as well as fully qualified controllers as quickly as possible.

New York TRACON Concerns

ATA and its member airlines are very concerned about the delay situation in the New York area. Delays have increased at LaGuardia and JFK over 150 percent in the first four months of Fiscal Year 1990. We believe that the FAA should focus special attention on the New York TRACON, and the situation in the LaGuardia, JFK and Newark towers should also be addressed.

ATA requests that this Subcommittee direct FAA to do the following:

- **Establish a contract training program** for the New York TRACON, as was done at Chicago O'Hare, as soon as possible;
- **Increase the number of academy graduates** assigned to the New York TRACON to augment those full performance level controllers who will transfer to New York;
- **Provide PCS funds** for pay demo transfers;
- **Provide sufficient overtime funds** to cope with traffic levels and to provide training;
- **Scrutinize all releases** from the controller work force at the TRACON and the LaGuardia, JFK and Newark towers to insure that capacity in New York is not impacted. A moratorium on releases until 70 percent FPL is achieved at the TRACON might be considered;
- **Establish a plan with milestones** to accomplish the recommendations of the Northeast Corridor System Safety and Efficiency Review (SSER), particularly those dealing with the New York area;
- **Establish a focal point** in FAA Headquarters, as was done early in the Chicago SSER, to expedite and oversee the New York staffing and SSER process in New York.

The FAA in New York has met with ATA and its members to discuss the delay problem. We are planning to continue these meetings until an action plan to reduce delays is developed, but we believe FAA urgently needs the help of this Subcommittee to assure adequate funding to improve the New York delay situation. FAA may need to reprogram funds to address their needs and will need your support to assure the improvements are implemented as swiftly as possible.

Enroute Sector Capacity Constraint

We believe that enroute sector capacity constraint is the greatest cause of delays today. ATA recommends that this Subcommittee direct FAA, in conjunction with system users, to immediately begin a systematic and scientific assessment of enroute sector and terminal ATC capacity. This project should have the goal of increasing and improving enroute sector through-put by resectorization, reduction of conflict points, rethinking the preferred route program, and elimination of static daily restrictions.

NATIONAL TRANSPORTATION SAFETY BOARD REQUIREMENTS

The National Transportation Safety Board (NTSB) fulfills a mission closely related to the function of the FAA. The NTSB plays a vital role in protecting the integrity and safety of the national air transportation system. In its role as the watchdog of system safety, the NTSB should have at its disposal the latest technologies for investigating accidents, testing samples, and producing reports. The NTSB budget request for Fiscal Year 1991 is $30.94 million. ATA believes that this may not be sufficient. The Board has operated for several years with outdated equipment and insufficient training; we recommend an additional $2 million to provide additional staff training and new computer equipment and capabilities.

This concludes our prepared statement.

ATTACHMENT A

ATA SAFETY AGENDA FOR 1990

I. Safety of Flight Operations

A. Reduce risk of mid-air or ground collision

1. Conduct an operational validation of TCAS II and perform an analysis utilizing a significant fleet sample. Seek prompt resolution of certification and implementation schedule issues. Work cooperatively with FAA and other industry bodies to complete development of TCAS III specifications.

2. Undertake action to ensure that air carrier aircraft arriving and departing airports with ARSAs will be operating in airspace requiring automatic altitude reporting equipment for all aircraft.

3. Seek ATC system enhancements that will provide VFR Mode C intruder conflict alert service and conflict resolution advisories for terminal and enroute controllers prior to implementation of the Advanced Automation System.

4. Participate with FAA in assessment of key terminal areas to identify equipment and personnel requirements as well as airspace modifications and operator and air traffic procedural changes to reduce operational errors

5. Seek government/industry solutions to reduce incidence of runway incursions that might cause collisions on the ground, including airport

surface detection equipment and expert systems techniques where appropriate.

6. Identify and pursue an action plan to improve pilot/controller communications discipline with specific near term emphasis on readback errors. Pursue expanded use of data link.

7. Seek full capability precision approach systems for new and existing runways so as to provide the highest level of safety.

8. Encourage development of enhanced ground proximity warning systems.

9. Seek techniques, technologies and procedures which will provide aircraft separation for oceanic areas utilizing automatic dependent surveillance and closer spacing for precision approaches.

B. Continued Airworthiness of Aircraft

1. Implement a schedule of maintenance, repair and modifications of aging aircraft that will ensure continued airworthiness throughout the operational life of those aircraft.

2. Aggressively pursue enhanced corrosion control, non-destructive inspection, advanced indicating and monitoring systems, maintenance/inspection human factors, and data interchange techniques and technologies. Facilitate industry efforts to assure an adequate future workforce.

3. Develop systems survivability design recommendations to ensure preservation of redundant safety of flight critical functions.

4. Develop improved engine containment design concepts.

5. Initiate a three year program to develop an industry data base to anticipate and support the airworthiness requirements of the air transport fleet.

C. Reduce severe weather risks

1. Work actively to achieve additional projected deployment of improved and expanded windshear ground sensing capability (LLWAS and Terminal Doppler) and development and implementation of better means of communicating windshear and other severe weather warning messages to pilots.

2. Stimulate the development of airborne windshear, wake vortex, and clear air turbulence detection equipment which provides pre-entry warning information to the cockpit.

3. Introduce new aircraft ground de/anti-icing fluids, equipment and procedures and develop icing forecasts to extend aircraft protection during winter operations. Ensure compatibility

with aircraft structure and operational procedures. Continue support of R & D to develop validated hold-over times for representative atmospheric conditions.

D. Flight Crew Performance

1. Ensure implementation of Joint Task Force Flight Crew Performance recommendations for pilot training and checking. This should include the development of guidance material and rulemaking for the Advanced Qualification Program, LOFT, and CRM, and to permit the application of modern technological advances in computer based instruction and training devices.

2. Seek methods to assure safety and reliability in decision making related to rejected take-offs.

3. Encourage the implementation of Digital Flight Data Recorder Monitoring Programs to identify and correct deficiencies in pilot training programs, ATC procedures, or other operational issues and at the same time provide appropriate crew identification and enforcement safeguards..

4. Implement the program elements and seek continued federal funding to support the National Plan to Enhance Aviation Safety Through Human Factors Improvements focusing on needs identified therein. Foster cooperation between FAA and other organizations to achieve the objectives of the National Plan.

5. Ensure that design decisions with regard to cockpit technology are compatible with and will augment the capabilities of the flight crews.

6. Encourage efforts to enhance the quality, experience and quantity of future air carrier pilot candidates.

E. Reduce Hazards to Flight

1. Continue domestic customer and industry awareness programs to improve U.S. air safety by promoting shipper's and passenger's compliance with dangerous goods requirements.

2. Encourage FAA enforcement of regulations regarding undeclared and unidentified hazardous materials shipments.

3. Oppose construction of tall structures in approach/departure areas and the imposition of local airport noise restrictions which require significant close-in maneuvering or power changes.

II. Safety in the Cabin

A. Encourage the required research to determine the standards for safer crewmember seats and infant/child safety restraints.

B. Ensure DOT rules regarding carriage of the handicapped satisfy legitimate needs of handicapped passengers without degrading the level of safety afforded all passengers.

C. Reduce the danger potential of fires.

  1. Investigate possible causes of fire penetration of cabin interiors to determine effective design changes to minimize that fire hazard.

  2. Evaluate FAA/CAA Industry cabin water spray equipment designed to reduce the threat of fuel-fed fires into the aircraft cabin.

  3. Initiate FAA/Industry full-scale evaluation of passenger smoke hoods to determine their effectiveness.

  4. Evaluate FAA/Industry R & D test results of self-sealing breakaway fittings for fuselage fuel systems.

  5. Evaluate FAA/Industry R & D conducted to determine methodology to locate hidden fires.

III. Strengthening FAA/Industry Security and Anti-Terrorism Measures

A. Seek effective and operationally viable explosives detection equipment.

B. Guide the introduction of the initial FAA-approved explosive detection systems for airline operational use.

C. Implement enhanced airline passenger screening training and a screener selection program.

D. Promote a joint FAA/industry security recognition and award program for exemplary performance on the part of individuals, companies or airlines.

E. Continue the expanded airline program of testing the screening process.

IV. Improved Safety Data and Safety Program Management

A. Implement an automated industry safety data base that would permit collection, analysis and dissemination of timely accident/incident information.

B. Review existing guidelines for internal safety audits by airlines to insure compliance with all FAA regulatory requirements as well as to more effectively monitor incidents or other developments that may indicate a need for special corrective action.

C. Cooperate with government and industry to identify improved indicators of the current level of safety in the air carrier industry. Insure ATA safety objectives are included in FAA safety priorities.

D. Support the need for highly competent, well trained FAA inspection and safety personnel working in concert with airline, manufacturers and other government participants to foster safety and continued airworthiness.

V. Increase Public Awareness of Airline Safety Programs and Accomplishments

Continue a strong public information program to assure broad understanding of the airlines' highest priority commitment to safety and the safety activities of the industry. This program is to be conducted in conjunction with efforts to increase public and Congressional awareness of the need to enhance safety and expand the capacity of the nation's airports and airspace facilities through modernization. Demonstrate that cooperative airline, manufacturer, government participative efforts are a more productive means of assuring airworthiness safety than enforcement actions.

ATTACHMENT B

ATA CAPACITY & EFFICIENCY AGENDA

ATA member airlines have historically played a leading role in seeking improvements in airport and Air Traffic Control (ATC) systems development and operation, in order to improve the timeliness and efficiency of air transportation services offered to the public. These efforts have been undertaken in parallel with programs intended to improve the safety of air transportation services.

The growth in the number of airline operations since deregulation of the industry and the extraordinary growth expected over the next five years -- combined with the increased reliance on hubbing -- will produce even greater stresses on our nation's ATC and airports systems. Current delays have become a problem, and public dissatisfaction with the quality of air transportation services has resulted. Public dissatisfaction and the burgeoning need for increased air transportation services dictate the need for a new approach to resolving capacity related problems in operation of both airports and the ATC system. An integrated approach is required -- an approach that considers the airport and the ATC system operation as a unified entity with dependent parts. Capacity must be improved to accommodate safely a greater number of aircraft movements and efficiency must be improved to permit more reliable, predictable, and flexible airline operations.

It is within this context -- the need for an integrated "system" approach -- that the ATA Capacity and Efficiency Agenda for 1990 has been adopted by the ATA Board of Directors. The agenda will be updated regularly. It is to serve as a priority work program for ATA staff, the ATA Operations Council and the Council's subsidiary Committees.

ATA recognizes that close cooperation between its members, the FAA and other government agencies and Congress will be required to attain the goals itemized in this agenda. To this end, the Association pledges its full cooperation and support to the FAA.

ATA CAPACITY & EFFICIENCY AGENDA

I. Airport Needs

A. Review and update the airfield and F&E requirements studies at the 39 "pacing" and additional hub airports, and other capacity task force reviews. Coordinate these requirements with FAA, and aggressively pursue implementation through the budget and acquisition process.

B. Promote and encourage greater use of modeling techniques in national airport system planning.

C. Identify locations in the U.S. where capacity is at or near its maximum; work with state and local governments to develop the scope and timing for development of new/improved airport facilities.

D. Determine the need for expanded joint-use and reliever facilities. Identify locations and their potential for implementation.

E. Encourage the development of airport design standards and ATC procedures for new-generation aircraft.

F. Pursue efforts to develop a national noise policy, to preclude the unacceptable loss of airport capacity through use restrictions and the imposition of unsafe and inefficient flight procedures. As a beginning, work for staying or reversal of Stage 3 use restrictions.

II. ATC System Needs

A. Traffic Management Operations

Effective Traffic Management cannot be achieved without proper planning, modeling, equipment and staffing, and cannot function if the system is not fully integrated nationwide in all respects. Accordingly:

1. Encourage FAA to reinstate Central Flow Control Facility (CFCF) as the principal ATC authority responsible for day-to-day system efficiency.

2. Using computer modeling techniques, Aircraft Situation Display (ASD) archival data and other tools, determine proper capacity and organization of the airspace to accommodate present and future demand, considering efficiency and realistic controller workload. More specifically:

   - Create an FAA/Industry airspace review and redesign committee, similar to the Air Traffic Procedures Advisory Committee (ATPAC), to resolve problems of insufficient sector or terminal airspace capacity.

   - Assess present sector and approach control capacity vs. normal and overload demand.

- Use ASD data for daily review and analysis: routine sector overload should prompt sector redesign or rerouting, not ground delay.
- Develop simulation and modeling techniques to aid decision making in determining future systems demand, projecting staff needs and improving traffic management procedures.
- Quantify incremental improvements available through reduced or composite separation standards.

3. Press FAA to improve staffing and coordination by providing CFCF with the manpower it needs.

4. Airlines have a stake in delay management, and tactical airline input and timely advice are essential to a fully-integrated system. Accordingly, assign ATA personnel as fully functioning members of the CFCF team on a daily shift basis, and encourage FAA cross-training with airlines.

5. CFCF needs new telephone equipment, an upgraded current airline data base, and an ASD with current weather radar data superimposed to facilitate valid weather avoidance advisories. Assist FAA in acquiring these needed enhancements.

6. Urge FAA to review and abolish obsolete or unnecessary procedures and restrictions which hinder efficient flow management, namely:
   - Seek elimination of static daily restrictions including miles-in-trail.
   - Seek elimination of institutional mandatory route constraints.
   - Promote tactical rerouting of aircraft around bottlenecks.
   - Resectorize and adjust routes and procedures where needed using ASD data and modeling techniques.

B. Administrative Policies

Encourage FAA to:

1. Seek a comprehensive and rational incentive program as a follow-up to the pay demonstration program for hard-to-staff critical facilities. Expand the present program where appropriate without diminishing the needed incentives.

2. Adopt local recruitment policies for hard-to staff facilities/locales.

3. Consider establishment of a mandatory FAA transfer policy - as a condition of employment - to insure appropriate staffing at key facilities.

4. Validate ATC staffing standards. Insure that the standard provides a realistic measure of the system requirements. Develop a staffing forecast model to insure ATC trainees are recruited in time to meet future ATC system demands.

5. Promote the use of simulators and advanced training techniques to accelerate the availability of fully qualified ATC controllers capable of using the most sophisticated techniques for moving aircraft safely and efficiently while making optimum use of airspace and runway configuration.

6. Revise FAA Order 7031.2C, "Airway Planning Standard Number One - Terminal Air Navigation Facilities and Air Traffic Control Services"; and other criteria that are applied to decisions to procure facilities, equipment, and airport improvements to ensure that account is taken of the potential for capacity enhancement and delay reductions.

III. Terminal and Enroute Operations

A. Seek enhanced safety and more efficient use of terminal area capacity through substantially improved equipment and facilities. More specifically, press FAA to:

1. Accelerate testing, develop procedures and implement aids being developed to assure safe separation for complex runway use configurations: (quick scan radar under test at Raleigh and MODE S radar at Memphis, and the use of TCAS technologies).

2. Pursue implementation of near-term terminal automation tools. In particular, integrate the metering and spacing efforts of MITRE, NASA Ames, and Lincoln Labs and accelerate field trials. Examine the applicability of the Republic of Germany's (COMPAS) and the French (MAESTRO) efforts.

3. Seek early implementation of imaging aids (ghosting) for reduced approach separation.

4. Implement ground traffic navigation and management technology including surface tracking runway incursion detection devices, and artificial intelligence techniques to provide controllers with decision-assist making tools for optimum runway configuration management.

5. Accelerate delivery of ARTS IIIA terminal automation hardware particularly solid-state

memory modules which increase computer capacity.

6. Accelerate implementation of the initial sector suite subsystem of the Advanced Automation System (AAS). Insure terminal automation hardware and software changeout receive equivalent priority.

7. Complete the Microwave Landing System (MLS) evaluation program as a basis for comparing alternatives for variable approach paths to precision landing.

8. Accelerate the accommodation of LORAN-C navigation both enroute and for approaches to all general aviation airfields. This will aid in relieving congestion at the major terminals in IMC.

B. Procedural and airspace review and adjustments are also needed. Seek FAA action to:

1. Increase airport capacity through the early completion of procedural criteria for triple and quadruple approaches.

2. Foster dynamic use of severe weather and wake vortex information to reduce uncertainty, unnecessary separation and costly circuitous rerouting.

3. Pursue limited airborne holding at specified locations where airport acceptance rates and efficiency can be increased.

4. Seek time shared corridors through specific military Special Use Airspace where enroute and terminal capacity have been constrained by lack of usable airspace.

IV. Oceanic and International Initiatives

A. Oceanic

1. Support FAA in uniform implementation of new ATC automation technology in the Atlantic and Pacific Ocean areas.

2. Pursue implementation of Automatic Dependent Surveillance (ADS). Develop reduced separation standards through the use of ADS on oceanic routes and wherever radar is not available.

3. Seek improvement in Communications, Navigation and Surveillance (CNS) service by participating in the ICAO special future navigation system follow-on committee (FANS).

4. Develop plans for implementation of satellite technology in coordination with the appropriate international agencies, to speed the creation of an integrated global system for CNS.

B. European Delay Reduction

1. Participate with the U.S. member at the ICAO formal and informal regional planning meetings to represent member airline views and demonstrate support to the FAA participant.

2. Seek U.S. Government support at political and technical levels to help ATA member airlines assume a more influential role within national and pan-European agencies.

V. Future Information and Control Development

A. Seek early development benefits from the Global Positioning System (GPS) by encouraging FAA to develop a cooperative program with the U.S. military. Pursue separation reductions in oceanic areas using GPS driven ADS. Develop procedures to use GPS as a non-precision approach aid.

B. Accelerate the transition from a VOR based system to one based on GPS and LORAN-C area navigation. Develop procedures for using 4.D navigation capabilities in aircraft to meet terminal metering criteria.

C. Pursue techniques such as differential GPS in an endeavor to achieve precision approach minimums using GPS.

D. Aggressively develop technologies such as FLIR and millimeter wave radar for use as a synthetic vision precision landing device as well as for wind shear and wake turbulence avoidance.

E. Expand Aircraft Communications Addressing and Reporting System (ACARS) data link applications. Implement a national predeparture clearance delivery program at air carrier hubs. Identify other ATC information which can be exchanged by ACARS such as automatic terminal information service (ATIS), uplink of runway surface wind information, ATC frequency changes and Runway Visual Range (RVR) information.

F. Develop procedures using TCAS technology to reduce separation standards on approach and in oceanic enroute airspace.

G. Support the establishment of a national ATC modeling and simulation laboratory to evaluate the impact of long term increases in the United States air transportation system.

H. Support the use of Open System Interconnection (OSI) as the route to meaningful digital data link communications using satellite, terrestrial, commercial and Secondary Surveillance Radar (SSR) MODE S data links.

Air Transport Association Survey of 68 Airports

ATTACHMENT C

CURRENT CONSTRUCTION PROJECTS
8/88–8/90

(alphabetical by state)

Airport	State	Terminal	Airside	Landside	Security	Total Value (millions)
Anchorage	AK	X	X			$26.1
Phoenix	AZ	X	X	X		$280.4
Tucson	AZ		X			$3.1
Los Angeles	CA		X			$26.7
Oakland	CA		X			$3.0
Ontario	CA		X			$14.7
Sacramento	CA	X	X	X		$89.4
San Diego	CA	X	X	X		$15.0
San Francisco	CA		X			$33.6
San Jose	CA		x			$23.0
Santa Ana	CA	X	X	X		$142.0
Colorado Springs	CO	X				$142.0
Miami	FL	X	X	X		$398.1
Orlando	FL	X	X			$860.0
Tampa	FL		X	X	X	$116.3
West Palm Beach	FL	X	X	X		$16.4
Atlanta	GA	X	X			$21.6
Honolulu	HI	X	X	X	X	$111.6
Chicago Midway	IL		X			$48.0
Chicago O'Hare	IL	X	X	X		$323.0
Indianapolis	IN		X			$81.0
Wichita	KS		X			$3.2
Cincinnati	KY		X	X		$87.0
Louisville	KY	X	X			$39.5
New Orleans	LA	X	X			$35.0
Boston	MA		X			$8.0
Baltimore–Washington	MD		X			$7.7
Detroit	MI		X			$76.5
Minneapolis–St. Paul	MN	X	X	X		$63.6
Kansas City	MO		X	X		$79.0
St. Louis	MO	X	X	X		$13.5
Charlotte	NC	X	X	X		$37.0
Raleigh/Durham	NC	X	X			$98.0
Newark	NJ	X	X	X		$1,800.0
Albuquerque	NM	X	X			$127.8
Las Vegas	NV		X			$71.0
Reno	NV		X			$14.0
New York Kennedy	NY	X	X			$3,200.0
New York LaGuardia	NY	X	X			$400.0
Cleveland	OH		X			$30.0
Columbus	OH	X	X	X		$31.8
Dayton	OH		X			$20.0
Oklahoma City	OK	X	X	X		$80.8
Philadelphia	PA	X	X	X		$115.0
Pittsburgh	PZ	X	X	X		$800.0
Memphis	TN	X	X	X		$59.7
Nashville	TN		X			$92.0

(alphabetical by state)

Airport	State	Terminal	Airside	Landside	Security	Total Value (millions)
Austin	TX	X	X			$14.5
Dallas Love	TX		X	X	X	$5.3
Dallas/Ft. Worth	TX	X	X	X	X	$96.2
Houston Hobby	TX		X			$43.3
Houston Intercontinental	TX	X	X			$162.3
San Antonio	TX	X	X	X		$16.0
Salt Lake City	UT	X		X		$46.3
Washington Dulles	VA	X	X			$54.5
Washington National	VA	X				$278.0
Seattle–Tacoma	WA	X		X		$190.0
Milwaukee	WI	X	X	X		$39.0
Total						$10,793.4

Notes:

1) Terminal Column includes new terminals and reconstruction.
2) Landside Column includes curbside expansion, on–airport access roadways and parking.
3) Airside Column includes taxiway and runway construction and rehabilitation, apron work, lighting and navigational aids.
4) Security Column does not include the mandated access control systems.
5) Includes projects with individual value of $1.5 million or greater.

ATA Survey compiled September, 1989

ATTACHMENT D

F&E PROGRAMS UNDERFUNDED IN THE FY 1991 FAA BUDGET REQUEST

PROGRAM	ADDITIONAL FUNDS NEEDED (MILLIONS)
Interim Support Plan	$ 35
Mode C Intruder Improvement Program	4
Voice Switching and Control System	75
Enroute Radar Facilities	7
NEXRAD (FAA Share)	7
Advanced Automation System	35
Facility Communications Improvements	45
Terminal Doppler Weather Radar	25
Terminal ATC Radar Improvements	5
Precision Runway Monitor Program	5
ASDE/Runway Incursion Monitor	24
Dallas/Fort Worth Metroplex and Los Angeles Basin Facilities Consolidation	8
Enroute Automation and Software Enhancements	5
San Juan Facility Consolidations/Improvements	5
Aeronautical Data Link	5
Central Weather Processor	2
Critical Communications Redundancy, Including Satellite Circuit Backup	4
Modernize Towers and TRACONS	6
Establish Towers, Including Chicago O'Hare	10
Remote Maintenance Monitoring	5
ASOS and Other Weather Reporting/Forecasting System Enhancements	20
Instrument Landing Systems and Approach Lighting Systems	137
Runway Visual Range Equipment (Exercise Option For 178)	56
TOTAL	$530 million

ATTACHMENT E

ATA AIRPORT INDUSTRY SURVEY OF AIRPORTS

Because of the number of needs identified in this survey, it is necessary that it be separated into two sections based on the ATA Regional structure of the United States. The two sections have been alphabetized by state; following is an index to the sections.

PART I

State	Page	State	Page
Alabama	I-1	New Jersey	I-24
Connecticut	I-2	New York	I-25
Florida	I-2	Pennsylvania	I-31
Georgia	I-9	Puerto Rico	I-35
Kentucky	I-11	South Carolina	I-36
Massachusetts	I-13	Tennessee	I-36
Maryland	I-15	Virginia	I-39
Maine	I-18	Virgin Islands	I-42
Mississippi	I-19	Vermont	I-42
North Carolina	I-20	West Virginia	I-42
New Hampshire	I-21		

PART II

State	Page	State	Page
Alaska	II-1	Montana	II-14
Arkansas	II-1	North Dakota	II-16
Arizona	II-2	Nebraska	II-16
California	II-2	New Mexico	II-17
Colorado	II-2	Ohio	II-17
Iowa	II-4	Oklahoma	II-20
Idaho	II-5	Oregon	II-21
Illinois	II-5	South Dakota	II-22
Indiana	II-8	Texas	II-22
Kansas	II-8	Utah	II-34
Louisiana	II-8	Washington	II-34
Michigan	II-10	Wisconsin	II-35
Minnesota	II-12	Wyoming	II-36
Missouri	II-13		

This listing of F&E requirements was generated by the Air Transport Association and reflects the system requirements as determined by the airlines operating at these airports. The survey addresses the needs of 162 airports across the country. This table summarizes the total number of each type of equipment included in the survey. The survey is an on-going project that was last updated in February 1990.

SUMMARY OF F & E REQUIREMENTS

Airport Surface Detection Equipment (ASDE)	21
Airport Surveillance Radar (ASR)	9
Automated Weather Observation Station (AWOS)	1
Category I Instrument Landing System (Cat I ILS)	71
Category II Instrument Landing System (Cat II ILS)	18
Category III Instrument Landing System (Cat III ILS)	9
Category II/III Instrument Landing System Upgrade	28
Control Towers	12
Distance Measuring Equipment on Localizer (DMEL)	49
Frangible Approach Light Structures	10
Glideslope (GS)	7
High Intensity Approach Light System - Flashing (ALSF-2)	40

Medium Intensity Approach Light System with Runway Alignment Non-Indicator Lights (MALSR)	80
Lead-In Lighting System (LDIN)	1
Localizer	3
Low Level Windshear Alert System (LLWAS)	6
Directional Beacon (NDB)	2
Precision Approach Path Indicator (PAPI)	15
Runway Visual Range Transmissometer (RVR)	210
RVR Upgrade	16
Runway End Identification Lights (REIL)	27
Runway Alignment Indicator Lights (RAIL)	5
Terminal Very High Frequency Omnirange (TVOR)	2
Very High Frequency Omnidirectional Range (VOR)	7
Visual Approach Slope Indicator (VASI)	18

APRIL 20, 1990

ATTACHMENT E, PART I

ATA LISTING OF AIP AND F&E REQUIREMENTS

(SORTED BY STATE WITHIN REGION)

	AIRPORT/ CHAIRMAN	ITEM REQUESTED	NEW ESTAB/ REPLACE	JUSTIFICATION	REVIEW DATE	PROGRAM (AIP / F&E)
AL	BIRMINGHAM MUNICIPAL (BHM) BHM A.G. MORGAN (DL)	CAT II/III ILS UPGRADE (FROM GS) ON RW 5; GS ANT RELOCATION IS NEEDED	NEW/REPL	RESTORE CAT II MINIMA	JAN 1990	F & E
		EXTEND RW 18/36 TO SOUTH & UPGRADE TO 7500'x150' IF FOUND COST/BENEFICIAL	NEW	INCREASE OVERALL AIRPORT EFFICIENCY & PROVIDES SECONDARY AIR CARRIER RW		AIP
	HUNTSVILLE INT'L JONES (HSV) HSV C.V. GERMAN (NW)	RVR (ROLLOUT) ON RW 18R	NEW	REQD FOR CAT II OPERATIONS - TDZ & CLL INSTALLED	JAN 1990	F & E
		CAT II/III ILS UPGRADE (FROM GS) ON RW 18R	NEW/REPL	REQD FOR CAT II OPERATIONS - TDZ & CLL INSTALLED		F & E
		ASLF-2 ON RW 18R/ENG GEN	NEW	REQD FOR CAT II OPERATIONS - TDZ & CLL INSTALLED		F & E
		RVR (TOUCHDOWN) ON RW 18L (FUNDED)	NEW	OBTAIN RVR MINIMA - RW HAS ILS & MALSR		F & E

	BATES FIELD (MOB) MOB C.V. GERMANN (NW)	RVR ON RW 32 (FUNDED)	NEW	OBTAIN RVR MINIMA - RW HAS ILS & MALSR	JAN 1990	F & E
		NEW TW TO CONNECT WEST END OF TW C W/ NW PORTION OF TW A	NEW	ENHANCE GROUND MOVEMENT TO/FROM AIR CARRIER TERMINAL AND AJACENT GA PARKING APRON		AIP
	DANNELLY FIELD (MGM) MGM L.G. BERNIER (DL)	RVR ON RW 27 (FUNDED)	NEW	OBTAIN RVR MINIMA - RW HAS ILS & MALSR	JAN 1990	F & E
CT	BRADLEY INTERNATIONAL (BDL) BDL H.F. PORTZ (US)	HIGH SPEED TURNOFF ON RW 6/24 BETWEEN TW K AND RW 1/19 LEADING INTO TW C	NEW	REDUCE RW OCCUPANCY TIME FOR TRAFFIC LANDING RW 6	JAN 1990	AIP
		HIGH SPEED TURNOFF ON RW 6/24 JUST AFTER TW J LEADING INTO TW C	NEW	REDUCE RW OCCUPANCY TIME FOR TRAFFIC LANDING RW 6		AIP
		HIGH SPEED TURNOFF ON RW 6/24 PRIOR TO TW K LEADING TO INTERSECTION OF TW'S C AND K	NEW	REDUCE RW OCCUPANCY TIME FOR TRAFFIC LANDING RW 24		AIP
		EXTEND RW 33 TO NW CONVERT STOPWAY TO USABLE RUNWAY	NEW	INCREASE UTILITY OF RW 15/33 FOR AIR CARRIER AIRCRAFT		AIP
		RAIL ON RW 33	NEW	IMPROVE RW 33 LANDING MINIMUMS REQD DURING REHAB OF RW 6/24		F & E

		ESTABLISH CONVERGING ILS PROCEDURE FOR RW'S 6 AND 33, AND RW'S 24 AND 33	NEW	INCREASE ARRIVAL CAPACITY WHEN WEATHER IS BELOW VISUAL APPROACH REQUIREMENTS		F & E
		DEVELOP SIMULTANEOUS WET RW OPERATIONS FOR LANDING RW 24 TO HOLD SHORT OF RW 15/33, AND LANDING RW 33 TO HOLD SHORT OF RW 6/24	NEW	INCREASE ARRIVAL CAPACITY		F & E
FL	DAYTONA BEACH REGIONAL (DAB) DAB R. BYCE (DL)	CAT I ILS ON RW 25R	NEW	LOWER LANDING MINIMA	JAN 1990	F & E
		MALSR ON RW 25R	NEW	LOWER LANDING MINIMA		F & E
		RVR ON RW 25R	NEW	OBTAIN RVR MINIMA		F & E
		EXTEND RW 16/34 TO MINIMUM OF 5500' x 150' & INCREASE TO AIR CARRIER STENGTH	NEW	INCREASES OVERALL AIRPORT CAPACITY AND PROVIDES SECONDARY AIR CARRIER RUNWAY		AIP
	FT LAUDERDALE-HOLLYWOOD INT'L (FLL) FLL L.G. BERNIER (DL)	RVR (TOUCHDOWN) ON RW 27R (FUNDED)	NEW	OBTAIN RVR MINIMA - RW HAS ILS. MALSR TO BE INSTALLED THIS SPRING	JAN 1990	F & E
		EXTEND RW 9R/27L TO MINIMUM OF 6000' x 150' & INCREASE TO AIR CARRIER STRENGTH	NEW	INCREASES OVERALL AIRPORT CAPACITY & PROVIDES SECONDARY AIR CARRIER RW		AIP

SOUTHWEST FLORIDA REGIONAL (RSW)	CAT I ILS ON RW 24	NEW	LOWER LANDING MINIMA	JAN 1990	F & E
RSW					
R. BYCE (DL)	MALSR ON RW 24	NEW	LOWER LANDING MINIMA		F & E
	RVR (TOUCHDOWN) ON RW 24	NEW	OBTAIN RVR MINIMA		F & E
GAINSVILLE REGIONAL (GNV)	CAT I ILS ON RW 10	NEW	LOWER LANDING MINIMA	JAN 1990	F & E
GNV					
R.C. COOPER (EA)					
	MALSR ON RW 10	NEW	LOWER LANDING MINIMA		F & E
	RVR ON RW 10	NEW	OBTAIN RVR MINIMA		F & E
	RVR ON RW 28 (FUNDED)	NEW	OBTAIN RVR MINIMA - RW HAS ILS &		F & E
			MALSR		
JACKSONVILLE INT'L (JAX)	GS ON RW 25	NEW	LOWER LANDING MINIMA	JAN 1990	F & E
JAX					
R. BYCE (DL)	MM ON RW 25	NEW	LOWER LANDING MINIMA		F & E
	MALSR ON RW 25	NEW	LOWER LANDING MINIMA		F & E

KEY WEST INTERNATIONAL (EYW) EYW G.A. WHEELER (PI)	EXTEND RW 9/27 TO EXTENT PRACTICAL	NEW	AFFORD AIR CARRIERS BETTER OPERATING FLEXIBILITY - ENHANCE AIRPORTS ABILITY TO SERVE LARGER SEGMENT OF AVIATION USERS	JAN 1990	AIP
	IMPROVE RW 9/27 OBSTRUCTION CLEARANCE ON BOTH ENDS	NEW	ENHANCE SAFETY & PERMIT A BROADER RANGE OF NAVAIDS TO BE INSTALLED		AIP
	CAT I ILS ON RW 9 OR RW 27	NEW	OBTAIN STRAIGHT IN APPROACH AND LOWER LANDING MINIMA		F & E
	MALSR ON RW 9 OR RW 27	NEW	OBTAIN STRAIGHT IN APPROACH AND LOWER LANDING MINIMA		F & E
MELBOURNE REGIONAL (MLB) MLB S. KAMINITSKY (EA)	CAT I ILS ON RW 27L	NEW	ENHANCE SAFETY - OBTAIN LOWER LANDING MINIMA	JAN 1990	F & E
	MALSR ON RW 27L	NEW	ENHANCE SAFETY - OBTAIN LOWER LANDING MINIMA		F & E
	RVR ON RW 27L	NEW	OBTAIN RVR MINIMA		F & E
MIAMI INTERNATIONAL (MIA) MIA	RVR (MIDPOINT) ON RW 9R	NEW	LOWER TAKEOFF MINIMA AS RW HAS CLL	JAN 1990	F & E
	RVR (TOUCHDOWN) ON RW 9R (FUNDED)	NEW	RVR MINIMA/LOWER TAKEOFF MINIMA		F & E

	RVR (MIDPOINT) ON RW 12	NEW	LOWER TAKEOFF MINIMA AS RW HAS CLL	F & E
	RVR (TOUCHDOWN) ON RW 12	NEW	OBTAIN RVR MINIMA - LOWER TAKEOFF MINIMA AS RW HAS CLL	F & E
	MALSR ON RW 12	NEW	LOWER LANDING MINIMA	F & E
	MM ON RW 12	NEW	LOWER LANDING MINIMA	F & E
	GS ON RW 30	NEW	LOWER LANDING MINIMA	F & E
	MM ON RW 30	NEW	LOWER LANDING MINIMA	F & E
	RAIL ON RW 30	NEW	MALS INSTALLED	F & E
	CAT II/III ILS ON RW 9L	NEW	OBTAIN CAT II/III MINIMA	F & E
	ALSF-2 ON RW 9L/ENG GEN	NEW	OBTAIN CAT II/III MINIMA	F & E
	RVR (MIDPOINT) ON RW 9L	NEW	LOWER TAKEOFF MINIMA-RW HAS CLL	F & E
	RVR (TOUCHDOWN) ON RW 27R (FUNDED)	NEW	LOWER TAKEOFF MINIMA-RW HAS CLL ALSO PROVIDE RVR MINIMA FOR RW 27R WHICH HAS ILS & MALSR	F & E
	DME AT LOC RW 27R	NEW	IMPROVE CAPACITY RW 27R	F & E

	VOR-DME (ON AIRPORT)	NEW	ENHANCE AIR TRAFFIC MOVEMENT - ATC SUPPORTS THIS ITEM		F & E
	UPGRADE RVR'S ON RW 9L/27R (FUNDED)	NEW/REPL	OBTAIN LOWER RVR READOUTS		F & E
ORLANDO INTERNATIONAL (MCO) MCO J.E. ROSE (DL)	HOLD PADS ON ALL DEPARTURE RW ENDS WHERE PRACTICAL	NEW	PROVIDE BYPASS CAPABILITY IN ORDER TO SEQUENCE DEPARTURE AIRCRAFT AS REQUIRED BY FLOW CONTROL	JAN 1990	AIP
	CAT IIIb ILS UPGRADE ON RW 36R	NEW/REPL	OBTAIN CAT IIIb MINIMA, WITH RVR UPGRADE-HIGH PERCENTAGE OF FOG		F & E
	CAT I ILS ON RW 18L	NEW			F & E
	MALSR ON RW 18L	NEW			F & E
	UPGRADE RVR'S ON RW 18L/36R	NEW/REPL	OBTAIN CAT IIIb MINIMA, HIGH PERCENTAGE OF FOG		F & E
	CAT III ILS ON RW 18R	NEW	OBTAIN CAT IIIb MINIMA - TDZ/CLL TO BE INSTALLED THIS YEAR. ALSO PROVIDE SIMULTANEOUS ILS APPROACH CAPABILITY IN LOW WEATHER CONDITIONS - ENHANCES AIRPORT CAPACITY		F & E
	ALSF-2/ENG GEN ON RW 18R	NEW	OBTAIN CAT II/III MINIMA		F & E

UPGRADE RVR'S ON RW 18R/36L	NEW/REPL	OBTAIN CAT II/III MINIMA	F & E
UPGRADE RVR'S ON RW 17/35 (NEW)	NEW/REPL	OBTAIN CAT IIIb MINIMA	F & E
LAND ACQUISITION FOR FUTURE RW'S	NEW	LONG TERM PROTECTION OF AIRPORT TO PERMIT EXPANSION OF FACILITIES AS GROWTH PATTERNS DICTATE	AIP
DME AT LOCALIZER RW 36R	NEW	ENHANCE CAPACITY RWY 36R	F & E
VOR-DME ON AIRPORT	NEW	ENHANCE AIR TRAFFIC MOVEMENT	F & E
ASDE	NEW	ENHANCE MOVEMENT OF AIRCRAFT ON GROUND - HIGH TRAFFIC VOLUMES, LOW VISIBILITY CONDITIONS	F & E
NEW RW 17L/35R (1993-1995)	NEW		AIP
CAT II ILS ON RW 17L	NEW		F & E
CAT III ILS ON RW 35R	NEW		F & E
RVR'S (CAT IIIb) ON RW 17L/35R	NEW		F & E

	ALSF-2 ON RW 17L/35R (FUNDED)	NEW			F & E
PENSACOLA REGIONAL (PNS)	CAT I ILS ON RW 34	NEW	OBTAIN LOWER LANDING MINIMA	JAN 1990	F & E
PNS			(NDB APPROACH ONLY)		
R.C. COOPER (EA)					
	MALSR ON RW 34	NEW	OBTAIN LOWER LANDING MINIMA		F & E
			(NDB APPROACH ONLY)		
	RVR ON RW 34	NEW	OBTAIN RVR MINIMA		F & E
ST PETERSBURG-CLEARWATER INTL (PIE)	RVR (TOUCHDOWN) ON RW 17L (FUNDED)		REDUCE LANDING MINIMA, LOWER		F & E
PIE			TAKEOFF MINIMA-TDZ & CLL INSTALLED		
F.R. ERICKSON (AA)					
	RVR (MIDPOINT) ON RW 35R		LOWER TAKEOFF MINIMA		F & E
	CAT I ILS ON RW 35R		REDUCE LANDING MINIMA		F & E
	MALSR ON RW 35R		REDUCE LANDING MINIMA		F & E
	RVR (TOUCHDOWN) ON RW 35R		OBTAIN RVR MINIMA, LOWER TAKEOFF		F & E
			MINIMA		
SARASOTA-BRADENTON (SRQ)	RVR ON RW 14 (FUNDED)	NEW	OBTAIN RVR MINIMA	JAN 1990	F & E
SRQ					
R.C. COOPER (EA)	RVR ON RW 32 (FUNDED)	NEW	OBTAIN RVR MINIMA		F & E

TALLAHASSEE MUNICIPAL (TLH)	REIL ON RW 18	NEW	ENHANCE SAFETY	JAN 1990	F & E
TLH					
R.C. COOPER (EA)	UPGRADE RVR'S ON RW 27	NEW/REPL	OBTAIN CAT IIIb MINIMA		F & E
	CAT III ILS UPGRADE ON RW 27	NEW/REPL	HIGH PERCENTAGE OF FOG REQUIRES		F & E
			CAT IIIb CAPABILITY		
	CONTROL TOWER	NEW/REPL	NEEDED TO SUPPORT LOCAL AIRPORT		F & E
			EXPANSION EFFORTS		
TAMPA INTERNATIONAL (TPA)	CAT III I'S UPGRADE ON RW 36L	NEW/REPL	HIGH PERCENTAGE OF FOG REQUIRES		F & E
TPA			CAT IIIb CAPABILITY		
R.C. COOPER (EA)					
	UPGRADE RVR'S ON RW 36L (FUNDED)	NEW/REPL	OBTAIN CAT IIIb CAPABILITY		F & E
	DME ON RW 36L ILS	NEW	ENHANCE APPROACH CAPABILITY		F & E
	CAT I ILS ON RW 27	NEW	ONLY APPROACH IS ASR. WITH MALSR &		F & E
			RVR WILL LOWER LANDING & RVR MINIMA		
			ENHANCE AIRPORT CAPACITY BY MOVING		
			GA TRAFFIC OFF MAIN RW'S. GA		
			FACILITIES LOCATED SOUTH OF RW		

	MALSR ON RW 27	NEW	WITH ILS & RVR WILL LOWER LANDING & RVR MINIMA		F & E
	RVR ON RW 27	NEW	WITH ILS & MALSR WILL LOWER LANDING & RVR MINIMA		F & E
	PROVIDE DUAL TW SYSTEM SOUTH OF TERMINAL COMPLEX	NEW	IMPROVE TAXI FLOW		AIP
	ASDE (FUNDED)	NEW	ENHANCE GROUND MOVEMENT OF AIRCRAFT DURING REDUCED VISIBILITY CONDITIONS		F & E
	RADAR SCOPE IN ATCT	NEW	REQD FOR SIMULTANEOUS PARALLEL APPROACH CAPABILITY IN IFR WEATHER		F & E
PALM BEACH INT'L (PBI) PBI J.E. ROSE (DL)	CAT I ILS ON RW 27R	NEW	OBTAIN LOWER LANDING MINIMA, NOISE ABATEMENT WILL KEEP AIRCRAFT ON A GS HIGHER OVER THE COMMUNITY	JAN 1990	F & E
	MALSR ON RW 27R	NEW	OBTAIN LOWER LANDING MINIMA		F & E
	RVR (TOUCHDOWN) ON RW 27R	NEW	OBTAIN RVR MINIMA		F & E

GA	HARTSFIELD ATLANTA INT'L (ATL)	RAIL ON RW 27R	NEW	MALS HAS BEEN COMMISSIONED, WILL	JAN 1990	F & E
	ATL			PROVIDE LOWER LANDING MINIMA		
	H. MORRIS (DL)					
		CAT IIIb ILS UPGRADE ON RW 8L	NEW/REPL	WITH RVR UPGRADES, WILL OBTAIN CAT		F & E
				IIIb MINIMA		
		UPGRADE RVR'S ON RW 8L	NEW/REPL	WITH ILS UPGRADE, WILL OBTAIN CAT		F & E
				IIIb MINIMA		
		UPGRADE RVR'S ON RW 9R	NEW/REPL	TO OBTAIN CAT IIIb MINIMA		F & E
		TDZ LIGHTS ON RW 27L	NEW	OBTAIN LOWER LANDING MINIMA		AIP
	BUSH FIELD (AGS)	VASI ON RW 8	NEW	ENHANCE SAFETY	JAN 1990	F & E
	AGS					
	G. MORGAN (DL)					
	COLUMBUS METROPOLITAN (CSG)	IMPROVE OBSTRUCTION CLEARANCE TO RW 23	CONTINUAL	SAFETY AND WILL BE CONSISTENT WITH	JAN 1990	AIP
	CSG		PROCESS	AIRLINE EFFORTS TO OBTAIN PRECISION		
	L.G. BERNIER (DL)			APPROACH CAPABILITY TO THIS RW		
		CAT I ILS ON RW 23	NEW	OBTAIN LOWER LANDING MINIMA		F & E
		MALSR ON RW 23	NEW	OBTAIN LOWER LANDING MINIMA		F & E

		RVR ON RW 23	NEW	OBTAIN RVR MINIMA		F & E
	SAVANNAH INTERNATIONAL (SAV) SAV	CLL ON RW 9/27	NEW	LOWER LANDING & DEPARTURE MINIMA	JAN 1990	AIP
		TDZ LIGHTS ON RW 9	NEW	LOWER LANDING MINIMA		AIP
		CAT III ILS ON RW 9	NEW	TO OBTAIN CAT IIIb MINIMA		F & E
		ALSF-2 ON RW 9	NEW/REPL	TO OBTAIN CAT IIIb MINIMA		F & E
		RVR (MIDPOINT) ON RW 9	NEW	TO OBTAIN CAT IIIb MINIMA		F & E
		RVR (ROLLOUT) ON RW 9	NEW	TO OBTAIN CAT IIIb MINIMA		F & E
		CAT I ILS ON RW 27	NEW	PRESENT VOR APPROACH HAS 25 DEGREE TURN TO RW 27 THRESHOLD, ILS WILL ENHANCE SAFETY AS WELL AS PROVIDE LOWER LANDING MINIMA		F & E
		MALSR ON RW 27	NEW	PROVIDE LOWER LANDING MINIMA		F & E
		RVR ON RW 27	NEW	PROVIDE RVR MINIMA		F & E
		RVR (TOUCHDOWN) ON RW 36	NEW	RW EQUIPPED WITH ILS & MALSR. PECULIAR LOCAL WEATHER CONDITIONS HAVE SHOWN THAT AN RVR ON THIS RW WILL ENHANCE OPERATIONS AT AIRPORT		F & E

KY	GREATER CINCINNATI INT'L (CVG) CVG W.G. WALLING (DL)	CAT IIIb ILS UPGRADE ON RW 36L	NEW/REPL	WITH RVR UPGRADE WILL OBTAIN CAT IIIb MINIMA	JAN 1990	F & E
		UPGRADE RVR'S ON RW 36L	NEW/REPL	WITH RVR UPGRADE WILL OBTAIN CAT IIIb MINIMA		F & E
		RELOCATE RW 9L/27R SOUTH AND EXAMINE POSSIBILITY OF EXTENDING TO 6000'	NEW	RELOCATION MAY BE NECESSARY TO ACCOMMODATE TERMINAL EXPANSION. RW PRESENTLY IMPORTANT PIECE OF CONCRETE IN TERMS OF EFFICIENT MOVEMENT OF ALL TRAFFIC-BOTH IN THE AIR AND ON THE GROUND		AIP
		RVR (TOUCHDOWN) ON RW 9R	NEW			F & E
		RVR (TOUCHDOWN) ON RW 27L	NEW			F & E
		CAT III ILS ON RW 18L (NEW) (FUNDED)	NEW	NEW RW TO BE OPENED IN 1990. ENHANCE AIRPORT CAPACITY BY PROVIDING CAT IIIb MINIMA		AIP
		ALSF-2 ON RW 18L (NEW) (FUNDED)	NEW	WITH CAT III ILS, TO OBTAIN CAT IIIb MINIMA		AIP
		CAT III ILS ON RW 36R (NEW) (FUNDED)	NEW	NEW RW TO BE OPENED IN 1990. ENHANCE AIRPORT CAPACITY BY PROVID-		AIP

				ING CAT IIIb MINIMA		
		ALSF-2 ON RW 36R (NEW) (FUNDED)	NEW	WITH CAT III ILS, TO OBTAIN CAT IIIb MINIMA		AIP
		RVR (TOUCHDOWN) ON RW 18L(NEW)(FUNDED)	NEW	NEW RW TO BE OPENED IN 1990. ENHANCE AIRPORT CAPACITY BY PROVIDING CAT IIIb MINIMA		AIP
		RVR (MIDPOINT) ON RW 18L (NEW)(FUNDED)	NEW	NEW RW TO BE OPENED IN 1990. ENHANCE AIRPORT CAPACITY BY PROVIDING CAT IIIb MINIMA		AIP
		RVR (ROLLOUT) ON RW 18L (NEW) (FUNDED)	NEW	NEW RW TO BE OPENED IN 1990. ENHANCE AIRPORT CAPACITY BY PROVIDING CAT IIIb MINIMA		AIP
		VOR-DME	NEW	ENHANCE AIR TRAFFIC MOVEMENT		F & E
		ASDE	NEW	ENHANCE MOVEMENT OF GROUND TRAFFIC DURING PERIODS OF REDUCED VISIBILITY		F & E
		CONTROL TOWER	NEW/REPL	NEEDED TO SUPPORT RAPID AIRPORT GROWTH		F & E

	BLUE GRASS FIELD (LEX) LEX J.E. ROSE (DL)	MALSR ON RW 22	NEW	LOWER LANDING MINIMA - RW HAS ILS		F & E
		RVR ON RW 22 (FUNDED)	NEW	OBTAIN RVR MINIMA		F & E
	STANDIFORD FIELD (SDF) SDF	DME ON LOC ON RW 1	NEW	ENHANCE PREC APPR PROCEDURE	JAN 1990	F & E
	J.E. ROSE (DL)	TW CONSTRUCTION TO IMPROVE GROUND MOVEMENT OF TRAFFIC AND REDUCE RW CROSSINGS CONSISTENT WITH AIRPORT SPONSOR'S AIRFIELD CAPACITY STUDY		ENHANCES SAFETY & REDUCES DELAY		AIP
		ASDE	NEW	ENHANCE MOVEMENT OF GROUND TRAFFIC DURING PERIODS OF LOW VISIBILITY		F & E
MA	LOGAN INTERNATIONAL (BOS) BOS L.G. BERNIER (DL)	REDUCE ILS MINIMAS TO RVR 2400-RW 22L	REPLACE	INCREASE SCHEDULE RELIABILITY		F & E
		EXTEND RW 4L 1900'SW TO 9770' LENGTH	NEW	INCREASE RW UTILITY		AIP
		LDA ON RW 4R	NEW			F & E
		CAT I ILS ON RW 4L	NEW	PROVIDE PRECISION INSTRUMENT APPROACH CAPABILITY		F & E

	MALSR ON RW 4L	NEW	REDUCE LANDING MINIMUMS	F & E
	LOC (OFFSET) ON RW 4R (IN CONJUNCTION WITH RW 4L ILS)	NEW	PROVIDE PARALLEL APPROACH CAPABILITY	F & E
	TDZ ON RW 4L	NEW	REDUCE LANDING MINIMUMS	AIP
	CLL ON RW 4L/22R	NEW	REDUCE LANDING AND TAKEOFF MINIMUMS AND INCREASE CAPACITY	AIP
	RVR (TOUCHDOWN) ON RW 4L	NEW	REDUCE TAKEOFF & LANDING MINIMUMS	F & E
	RVR (ROLLOUT) ON RW 4L	NEW	REDUCE TAKEOFF & LANDING MINIMUMS	F & E
	RVR (MIDPOINT) ON RW 4L	NEW	REDUCE TAKEOFF & LANDING MINIMUMS	F & E
	CAT I ILS ON RW 22R	NEW	IMPROVE SCHEDULE RELIABILITY PROVIDE PRECISION INSTRUMENT APPROACH CAPABILITY	F & E
	CAT II ILS ON RW 15R	NEW	IMPROVE SCHEDULE RELIABILITY, REDUCE LANDING MINIMUMS	F & E
	ALSF-2 ON RW 15R	NEW	REDUCE LANDING MINIMUMS	F & E

		RELOCATE LOC ON RW 15R CENTERLINE	REPLACE	REDUCE LANDING MINIMUMS		F & E
		EXTEND RW 9 WEST 1800' TO 8800' LENGTH AND EXTEND ASSOCIATED TAXIWAY	NEW	INCREASE RW UTILITY		AIP
		RW INCLINED SAFETY AREA APPROACH END RW 27	NEW			AIP
		REIL ON RW 9	NEW	ENHANCE RW VISIBILITY		F & E
		REDUCE RW 27 ILS MINIMUMS TO LOWEST PERMISSIBLE LEVEL CONSIDERING EXISTING IMMOVABLE OBJECTS	NEW	IMPROVE SCHEDULE RELIABILITY AND OPERATIONAL FLEXIBILITY		F & E
		DEVELOP CONVERGING ILS PROCEDURE, ILS RW 22L AND RW 27	NEW	INCREASE CAPACITY WHEN WEATHER BELOW VFR		AIP
		EXTEND RW 15R/33L 800'TO 3300' WITH PARALLEL TW	NEW	HIGH PRIORITY TO INCREASE CAPACITY AND REDUCE DELAYS		AIP
		NEW RW 14/32 AT LEAST 3600' LONG	NEW	HIGH PRIORITY TO INCREASE CAPACITY		AIP
		CONSTRUCT FULL LENGTH PARALLEL TW BETWEEN RW'S 4L AND 4R	NEW	PROVIDE ADDITIONAL DEPARTURE STAGING AND PENALTY BOX AREAS, IMPROVE NOISE LEVELS AND INCREASE CONSTRUCTION/PAVEMENT MAINTENANCE FLEXIBILITY		AIP

	WORCESTER MUNICIPAL (ORH)	CAT II ILS ON RW 11	NEW	IMPROVE SCHEDULE RELIABILITY,	JAN 1990	F & E
	ORH			REDUCE LANDING AND TAKEOFF MINIMUMU		
	G.A. WHEELER (PI)					
		ALSF-2 ON RW 11	NEW			F & E
		CLL ON RW 11	NEW	REDUCE TAKEOFF & LANDING MINIMUMS		AIP
		TDZ LIGHTS ON RW 11	NEW	REDUCE LANDING MINIMUMS		AIP
		RVR (TOUCHDOWN) ON RW 29	NEW	REDUCE TAKEOFF & LANDING MINIMUMS		F & E
		DME COLOCATED WITH ILS ON RW 11	NEW			F & E
		NEW PARALLEL TW TO RW 11 APPROACH END	NEW	ENHANCE CAPACITY BY ELIMINATING		AIP
				NEED TO BACK-TAXI ON RW		
		CAT I ILS ON RW 29	NEW	IMPROVE SCHEDULE RELIABILITY,		F & E
				ENHANCE APPROACH INFORMATION		
		MALSR ON RW 29	NEW	REDUCE LANDING MINIMUMS		F & E
MD	BALTIMORE-WASHINGTON INT'L (BWI)	EXTEND, WIDEN, STRENGTHEN RW 15L/33R	NEW	IMPROVE AIRPORT CAPACITY	JAN 1990	AIP
	BWI	AND ASSOCIATED TW'S TO ACCOMODATE				

R.P. KETCHAM (PI)	AIR CARRIER OPERATIONS			
	CAT I ILS ON RW 15L (FUNDED)	NEW	INCREASE CAPACITY, PROVIDE PRECISION APPROACH CAPABILITY	F & E
	CLL ON RW 15L/33R	NEW	REDUCE TAKEOFF MINIMUMS	AIP
	MALSR ON RW 15L (FUNDED)	NEW	REDUCE LANDING MINIMUMS	F & E
	RVR (TOUCHDOWN) ON RW 15L	NEW	REDUCE TAKEOFF AND LANDING MINIMUMS	F & E
	RVR (ROLLOUT) ON RW 15L	NEW	REDUCE TAKEOFF AND LANDING MINIMUMS	F & E
	NEW RW 10R/28L-INDEPENDENT EAST-WEST RW AND ASSOCIATED TW'S SOUTH OF EXISTING RW 10/28	NEW	INCREASE CAPACITY	AIP
	CAT I ILS ON RW 33R (FUNDED)	NEW	INCREASE CAPACITY, PROVIDE PRECISION APPROACH CAPABILITY	F & E
	MALSR ON RW 33R (FUNDED)	NEW	REDUCE LANDING MINIMUMS	F & E
	FULL LENGTH PARALLEL TW TO RW 10/28	NEW	IMPROVE FLOW OF GROUND TRAFFIC AND AIRCRAFT STAGING	AIP

	EXPAND HOLD PADS AT RW 10	NEW	IMPROVE CAPACITY THROUGH IMPROVED STAGING	AIP
	CAT II/III ILS ON NEW RW 10R	NEW	IMPROVE IFR CAPACITY, ESTABLISH PARALLEL ILS CAPABILITY	F & E
	ALSF-2 ON NEW RW 10R	NEW		F & E
	CLL ON NEW RW 10R	NEW		AIP
	TDZ LIGHTS ON NEW RW 10R	NEW	REQUIRED FOR LOWEST TAKEOFF MINIMUM AND CAT II OPS	AIP
	RVR (TOUCHDOWN) ON NEW RW 10R	NEW		F & E
	RVR (MIDPOINT) ON NEW RW 10R	NEW		F & E
	RVR (ROLLOUT) ON NEW RW 10R	NEW		F & E
	CAT I ILS ON NEW RW 28L	NEW	IMPROVE IFR CAPACITY, ESTABLISH PARALLEL ILS CAPABILITY	F & E
	MALSR ON NEW RW 28L	NEW		F & E
	CLL ON RW 15R (FUNDED)	NEW	REDUCE TAKEOFF MINIMUMS	AIP

		CAT III ILS ON RW 15R	NEW	IMPROVE SCHEDULE RELIABILITY, REDUCE LANDING MINIMUMS		F & E
		ALSF-2 ON RW 15R	NEW	REDUCE LANDING MINIMUMS		F & E
		PAPI ON RW 15R	NEW	IMPROVE VERTICAL GUIDANCE IN VMC		F & E
		RVR (MIDPOINT) ON RW 15R	NEW	REDUCE TAKEOFF AND LANDING MINIMUMS		F & E
		RVR (ROLLOUT) ON RW 15R	NEW	REDUCE TAKEOFF AND LANDING MINIMUMS		F & E
		NEW FILLETS ON BOTH SIDES OF TW E AT INTERSECTION WITH RW 15R/33L	NEW	REDUCE RW OCCUPANCY TIME FOR AIRCRAFT LANDING RW 15R		AIP
		UPGRADE RVR'S -FUNDED- ON RW 10 TO READ VALUES BELOW RVR 600	NEW/REPL	REQD TO SUPPORT CAT IIIb OPERATIONS		F & E
		NEW ANGLED EXIT OFF RW 15R/33L BETWEEN RW 4/22 AND TW T	NEW	REDUCE RW OCCUPANCY TIME FOR AIRCRAFT LANDING RW 15R		AIP
		CONSTRUCT ANGLED EXIT TO RW 28 HOLD PAD AT APPROX 8200' FROM RW 10 THRESHOLD	NEW	REDUCE RW OCCUPANCY TIME FOR AIRCRAFT LANDING RW 10		AIP

		RELOCATE GS ON RW 15R	NEW/REPL	ENHANCE CAPACITY AND ELIMINATE GLIDE SLOPE CRITICAL AREA ON TW O		F & E
		DME COLOCATED WITH ILS ON RW 10	NEW	ENHANCES APPROACH INFORMATION		F & E
		DME COLOCATED WITH ILS ON RW 15R	NEW	IMPROVE INSTR. APPR. INFORMATION		F & E
		ASDE-III (FUNDED)	NEW	IMPROVE CONTROL AND FLOW OF GROUND TRAFFIC DURING LOW IFR OPERATIONS		F & E
		TW CL LIGHTING AND STOP BARS	NEW	SUPPORT CAT IIIb OPERATIONS BELOW RVR 600		AIP
NE	BANGOR INTERNATIONAL (BGR) BGR W.G. WALLING (DL)	DME COLOCATED WITH ILS ON RW 33	NEW	IMPROVE INSTR APPR INFORMATION	JAN 1990	F & E
		DME COLOCATED WITH ILS ON RW 15	NEW	IMPROVE INSTR APPR INFORMATION		F & E
	PORTLAND INTERNATIONAL (PWM) PWM W.G. WALLING (DL)	CAT II ILS ON RW 11	NEW	INCREASE SCHEDULE RELIABILITY REDUCE LANDING & TAKEOFF MINIMUMS	JAN 1990	F & E
		CLL ON RW 11/29	NEW	INCREASE SCHEDULE RELIABILITY REDUCE LANDING & TAKEOFF MINIMUMS		F & E

		TDZ LIGHTS ON RW 11	NEW	INCREASE SCHEDULE RELIABILITY		AIP
				REDUCE LANDING & TAKEOFF MINIMUMS		
		ALSF-2 ON RW 11	NEW	INCREASE SCHEDULE RELIABILITY		F & E
		GROOVE RW 18/36	NEW	IMPROVE FRICTION WHEN WET		AIP
MS	THOMPSON FIELD (JAN)	REIL ON RW 15R (FUNDED)	NEW	ENHANCE SAFETY	JAN 1990	F & E
	JAN					
	D. JANKOWSKI					
NC	ASHEVILLE REGIONAL (AVL)	RVR ON RW 16	NEW	RW SERVED BY ILS & MALSR. HIGH	JAN 1990	F & E
	AVL			INCIDENCE OF FOG. WITH RVR'S		
	G.A. WHEELER (PI)			OPERATIONS WILL BE ENHANCED AS		
				MINIMA WILL NOT BE PREDICATED ON		
				METEOROLOGICAL VISIBILITY		
		RVR ON RW 34 (FUNDED)	NEW	RW SERVED BY ILS & SSALR. HIGH		F & E
				INCIDENCE OF FOG. WITH RVR'S		
				OPERATIONS WILL BE ENHANCED AS		
				MINIMA WILL NOT BE PREDICATED ON		
				METEOROLOGICAL VISIBILITY		
	CHARLOTTE - DOUGLAS INT'L (CLT)	DUAL TW SYSTEM W/ BYPASS FROM TW C7	NEW	IMPROVE GROUND MOVEMENT		AIP
	CLT	TO RW 18L THRESHOLD				
	R.P. KETCHAM (PI)					

RELOCATE TW D FROM TW H TO RW 18L THRESHOLD	NEW	ACCOMMODATE RW 18L GS INSTALLATION ON E SIDE OF RW	AIP
EXTEND RW 18L/36R 1000' TO THE SOUTH	NEW	INCREASE CAPACITY	AIP
RVR (MIDPOINT) ON RW 18L (FUNDED)	NEW	RW HAS CLL-THIS RVR WITH TOUCHDOWN RVR'S REQUESTED FOR RW'S 36R & 18L WILL PROVIDE LOWER TAKEOFF MINIMA	F & E
RVR (TOUCHDOWN) ON RW 18L	NEW	PROVIDE LOWER LANDING MINIMA-RW HAS CLL & TDZ, ILS & MALSR INSTALLED	F & E
RVR (TOUCHDOWN) ON RW 36R	NEW	PROVIDE LOWER LANDING MINIMA-RW HAS CLL & TDZ, ILS & MALSR INSTALLED	F & E
ASDE		ENHANCE GROUND MOVEMENT DURING LOW VISIBILITY CONDITIONS	F & E
CAT IIIb ILS UPGRADE ON RW 36L	NEW/REPL	REQD FOR CAT IIIb MINIMA	F & E
UPGRADE RVR'S ON RW 36L (FUNDED)	NEW/REPL	REQD FOR CAT IIIb MINIMA	F & E
MALSR ON RW 18L	NEW	PROVIDE LOWER LANDING MINIMA. WILL ENHANCE CAPACITY BY PROVIDING SIMULTANEOUS PARALLEL APPROACH CAPABILITY	F & E

	CAT I ILS ON RW 18L	NEW	REQUIRED FOR SIMULTANEOUS IFR PARALLEL APPROACHES	JAN 1990	F & E
FAYETTESVILLE MUNICIPAL (FAY) FAY J.J. BARNACK	CAT I ILS ON RW 22	NEW	LOWER LANDING MINIMA	JAN 1990	F & E
	MALSR ON RW 22	NEW	LOWER LANDING MINIMA		F & E
	RVR ON RW 22	NEW	OBTAIN RVR MINIMA		F & E
PIEDMONT TRIAD INT'L (GSO) GSO R.P. KETCHAM (PI)	RVR (MIDPOINT) ON RW 23 (FUNDED)	NEW	TO OBTAIN CAT III MINIMA, RW HAS CLL & TDZ	JAN 1990	F & E
	RVR (ROLLOUT) ON RW 23 (FUNDEC)	NEW	TO OBTAIN CAT III MINIMA, RW HAS CLL & TDZ		F & E
	CAT III ILS UPGRADE ON RW 23 (FUNDED)	NEW/REPL	TO OBTAIN CAT III MINIMA, RW HAS CLL & TDZ		F & E
	ALSF-2 ON RW 23 (FUNDED)	NEW	TO OBTAIN CAT III MINIMA, RW HAS CLL & TDZ		F & E
ALBERT J. ELLIS AIRPORT (OAJ) OAJ J.J. BARNACK	CAT I ILS ON RW 23	NEW	ONLY IFR APPROACH IS CIRCLING-WILL PROVIDE STRAIGHT IN LANDING MINIMA	JAN 1990	F & E

	HALSR ON RW 23	NEW	PROVIDE STRAIGHT IN LANDING MINIMA		F & E
	CONTROL TOWER	NEW	ENHANCE SAFETY-AIR CARRIER JETS		F & E
			SERVING AN UNCONTROLLED AIRPORT		
EASTERN REGIONAL AT STALLINGS (ISO)	RVR ON RW 5	NEW	OBTAIN RVR MINIMA	JAN 1990	F & E
ISO					
J.J. BARNACK	CAT I ILS ON RW 23	NEW	OBTAIN LOWER LANDING MINIMA		F & E
	MALSR ON RW 23	NEW	OBTAIN LOWER LANDING MINIMA		F & E
	RVR ON RW 23	NEW	OBTAIN RVR MINIMA		F & E
RALEIGH-DURHAM AIRPORT (RDU)	HOLD PADS ON ALL DEPARTURE RW ENDS	NEW	PROVIDE BYPASS CAPABILITY IN ORDER	JAN 1990	AIP
RDU	WHERE PRACTICAL		TO SEQUENCE DEPARTURE AIRCRAFT AS		
J.J. BARNACK			REQD BY FLOW CONTROL		
	RELOCATE RW 5R/23L TO THE SE IF	NEW/REPL	ENHANCE AIRFIELD CAPACITY BY		AIP
	FOUND COST/BENEFICIAL		PROVIDING SIMULTANEOUS APPROACHES.		
			ALSO PROVIDES BYPASS TAXIING		
			CAPABILITY AROUND EAST SIDE OF		
			TERMINAL APRON.		
	UPGRADE RVR'S ON RW 5R/23L (FUNDED)	NEW/REPL	OBTAIN CAT IIIb MINIMA		F & E
	CAT III ILS ON RW 5R	NEW	OBTAIN CAT IIIb MINIMA		F & E

		CAT III ILS ON RW 23L	NEW	OBTAIN CAT IIIb MINIMA		F & E
		ALSF-2 ON RW 5R	NEW	OBTAIN CAT IIIb MINIMA		F & E
		ALSF-2 ON RW 23L	NEW	OBTAIN CAT IIIb MINIMA		F & E
		CAT IIIb ILS UPGRADE ON RW 23R	NEW	OBTAIN CAT IIIb MINIMA		F & E
		CAT III ILS UPGRADE ON RW 5L	NEW	OBTAIN CAT IIIb MINIMA		F & E
		UPGRADE RVR'S ON RW 5L/23R (FUNDED)	NEW/REPL	OBTAIN CAT IIIb MINIMA		F & E
		ALSF-2 ON RW 5L	NEW	OBTAIN CAT IIIb MINIMA		F & E
		ASDE	NEW	ENHANCE GROUND MOVEMENT OF AIRCRAFT		F & E
	NEW HANOVER COUNTY (ILM) ILM J.J. BARNACK	CAT I ILS ON RW 5	NEW	BAD WEATHER IS PRIMARILY WITH NE WIND - WILL PROVIDE LOWER LANDING MINIMA	JAN 1990	F & E

		MALSR ON RW 5	NEW	PROVIDE LOWER LANDING MINIMA		F & E
		RVR ON RW 5	NEW	OBTAIN RVR MINIMA		F & E
		REIL ON RW 23 (FUNDED)	NEW	ENHANCE SAFETY		F & E
	MANCHESTER-GREINER IND (MHT)	REMOVAL OF OBSTACLES (TREES)		OBTAIN FULL CAT I MINIMUMS;	JAN 1990	AIP
NH	MHT	PENETRATING APPROACH TO RW 35		INCREASE SCHEDULE RELIABILITY.		
	J. SORENSEN (UA)			UNDERWAY BY AIRPORT SPONSOR		
		CAT I ILS ON RW 17	NEW			F & E
		MALSR ON RW 17	NEW			F & E
		CLL ON RW 17/35	NEW	REDUCE TAKEOFF MINIMUMS		AIP
		RVR (TOUCHDOWN) ON RW 17/35	NEW	PROVIDE RVR TAKEOFF & LANDING MINIMUMS		F & E
		RVR (MIDPOINT) ON RW 17/35	NEW	PROVIDE RVR TAKEOFF & LANDING MINIMUMS		F & E
		RVR (ROLLOUT) ON RW 17/35	NEW	PROVIDE RVR TAKEOFF & LANDING MINIMUMS		F & E
		CONSTRUCT AIR CARRIER TW TO AER 6	NEW			AIP

		PROVIDE RIGHT-ANGLE ENTRY TW'S AT	NEW			AIP
		AER 17 AND AER 35				
		FILLETS AT INTERSECTIONS OF:	NEW	IMPROVE RW TURNOFFS TO REDUCE		AIP
		RW 17 AND TW E		RUNWAY OCCUPANCY TIME		
		RW 17 AND RW 6				
		RW 35 AND TW B				
		EXTEND TW A TO AER 17, STRAIGHTEN	NEW			AIP
		TW A SOUTH OF TW E				
NJ	NEWARK INTERNATIONAL (EWR)	CAT II OR III ILS UPGRADE ON RW 4L	NEW/REPL	BACKUP CAT II SYSTEM	JAN 1990	F & E
	EWR					
	N. ELMORE (CO)	ALSF-2 ON RW 4L	NEW	BACKUP CAT II SYSTEM		F & E
		DME/ILS ON RW 4L	NEW			F & E
		CAT I ILS ON RW 22R (FUNDED)	NEW	BACKUP ILS, IMPORTANT WHEN PARALLEL		F & E
				RUNWAY CLOSED FOR MAINTENANCE		
		MALSR ON RW 22R (FUNDED)	NEW	REDUCE LANDING MINIMUMS		F & E
		EXTEND RW 11/29 600' TO 7400' LENGTH	NEW	REQUIRED TO INCREASE RUNWAY USE BY		AIP
				AIR CARRIER AIRCRAFT		

		CAT I ILS ON RW 11 (FUNDED)	NEW	PROVIDE PRECISION APPROACH CAPABILITY AND INCREASE AIRPORT CAPACITY		F & E
		MALSR ON RW 11	NEW	REDUCE LANDING MINIMUMS		F & E
		REIL ON RW 11	NEW	ENHANCE RW VISIBILITY DURING REDUCED VISIBILITY CONDITIONS		F & E
		RVR (TOUCHDOWN) ON RW 11	NEW			F & E
		EXTEND TW Z TO APPROACH END OF RW29, WITH HOLD PAD FOR DEPARTURES	NEW	PERMITS INDEPENDENT DEPARTURE QUEUE FOR RW 29 WHICH DOES NOT CONFLICT WITH RW 4R/22L OPERATIONS		AIP
		VOR (ON-AIRPORT)	NEW	ENHANCE TCA OPERATIONS AND PROVIDE APPROACH CAPABILITY		F & E
NY	ALBANY COUNTY (ALB) ALB C.C LOWE (AA)	IMPROVE OBSTRUCTION CLEARANCE AER 01 AND AER 19 TO OBTAIN FULL CAT I ILS MINIMUMS		REDUCE LANDING MINIMUMS	JAN 1990	AIP
		CAT II ILS UPGRADE ON RW 19	NEW/REPL	REDUCE LANDING MINIMUMS		F & E
		ALSF-2 ON RW 19	NEW	REDUCE LANDING MINIMUMS		F & E

	RVR (ROLLOUT) ON RW 19	NEW	REDUCE TAKEOFF AND LANDING MINIMUMS HIGH PRIORITY TO PERMIT RVR 600 TAKEOFFS AND SUPPORT CAT II OPERATIONS		F & E
	PAPI ON RW 10	NEW	PROVIDE VERTICAL GUIDANCE		F & E
	TDZ LIGHTS ON RW 19	NEW			AIP
BROOME COUNTY (BGM) BGM R.A. WILLIAMS (US)	RVR (TOUCHDOWN) ON RW 16	NEW	PROVIDE RVR MINIMUMS	JAN 1990	F & E
GREATER BUFFALO INT'L (BUF) BUF	CAT II ILS UPGRADE ON RW 23	NEW/REPL	REDUCE LANDING MINIMUMS	JAN 1990	F & E
R.A. WILLIAMS (US)	EXTEND RW 14/32 700 FEET	NEW	IMPROVE CROSSWIND RUNWAY CAPABILITY		AIP
	GROOVE FULL LENGTH AND WIDTH OF RW 14/32		IMPROVE BRAKING ACTON, PARTICULARLY WHEN WET		AIP
	REIL ON RW 14	NEW	ENHANCE RW VISIBILITY		F & E
	VOR (ON-AIRPORT)	NEW	PROVIDES APPROACH CAPABILITY		F & E
LONG ISLAND MACARTHUR (ISP)	RVR (TOUCHDOWN) ON RW 6	NEW	PROVIDE RVR MINIMUMS FOR TAKEOFF &	JAN 1990	F & E

ISP			LANDING	
M.V. VITA (US)				
	RVR (ROLLOUT) ON RW 6	NEW	PROVIDE RVR MINIMUMS FOR TAKEOFF & LANDING	F & E
	CAT I ILS ON RW 15R	NEW	PROVIDE PREC APPR MINIMUMS	F & E
	MALSR ON RW 15R	NEW	REDUCE LANDING MINIMUMS	F & E
	RVR (TOUCHDOWN) ON RW 15R	NEW	PROVIDE RVR MINIMUMS FOR TAKEOFF AND LANDING	F & E
	RVR (ROLLOUT) ON RW 15R	NEW	PROVIDE RVR MINIMUMS FOR TAKEOFF AND LANDING	F & E
	PAPI ON RW 15R	NEW	PROVIDE VERTICAL GUIDANCE	F & E
	REIL ON RW 15R	NEW	ENHANCE RW VISIBILITY (INTERIM MEASURE IN LIEU OF MALSR)	F & E
	CLL ON RW 6/24	NEW		AIP

	EXTEND RW 6/24 1000 FEET TO THE SOUTHWEST		IMPROVE PAYLOAD CAPABILITY AND ENHANCE SAFETY AND NOISE ABATEMENT		AIP
TOMPKINS COUNTY (ITH) ITH	REIL ON RW 14	NEW	ENHANCE RW VISIBILITY	JAN 1990	F & E
R.A. WILLIAMS (US)	REIL ON RW 32	NEW	ENHANCE RW VISIBILITY		F & E
	AWOS III	NEW	IMPROVE METEOROLOGICAL OBSERVATIONS		
JOHN F. KENNEDY INT'L (JFK) JFK P.J. LOUGHLIN (EA)	IMPROVE RW 4R/22L SAFETY AREA AT AER 22L	NEW		JAN 1990	AIP
	RELOCATE GS TO PERMIT STAGGERED ILS APPROACHES AND ALLOWING FULL LENGTH TAKEOFFS ON RW 4L (END-FIRE)	NEW	INCREASE CAPACITY		F & E
	EXTEND RW 4R/22L 450' & ASSOCIATED TW'S 450' SW AND 225' NE TO 9075' LENGTH, ON AIRPORT PROPERTY	NEW	INCREASE CAPACITY		AIP
	CAT II ILS UPGRADE ON RW 4L	NEW/REPL	INCREASE CAPACITY & REDUCE LANDING MINIMUMS		F & E
	ALSF-2 ON RW 4L	NEW	REDUCE LANDING MINIMUMS		F & E

TDZ LIGHTS ON RW 4L	NEW	REDUCE LANDING MINIMUMS	AIP
ALSF-2 ON RW 22L	NEW	REDUCE LANDING MINIMUMS	F & E
REEVALUATE DISPLACED THRESHOLD ON RW 22R		INCREASED RW LENGTH FOR LANDING & FOR HOLD SHORT OPERATIONS	
CAT II ILS UPGRADE ON RW 13L	NEW/REPL	REDUCE LANDING MINIMUMS	F & E
TDZ LIGHTS ON RW 31R	NEW	REDUCE LANDING MINIMUMS	AIP
CAT I ILS ON RW 13R	NEW	PROVIDE PREC APPR MINIMUMS	F & E
ILS/DME ON RW 31L	NEW		F & E
TDZ LIGHTS ON RW 31L	NEW	REDUCE LANDING MINIMUMS	AIP
MALSR ON RW 31L	NEW	REDUCE LANDING MINIMUMS	F & E
EXPLORE DESIRIBILTY AND FEASIBILITY OF EXTENDING RW 14/32 TO 5000'		INCREASE CAPACITY	
EXPLORE VALUE OF CONSTRUCTING NEW 5000' RW PARALLEL TO AND EAST OF NE END OF RW 4R/22L		INCREASE CAPACITY	AIP

LAGUARDIA INT'L (LGA) LGA	CAT II ILS UPGRADE ON RW 22	NEW	REDUCE LANDING MINIMUMS; IMPROVE AIRLINE SCHEDULE RELIABILITY	JAN 1990	F & E
	EXTEND ALS TO 3000' ON RW 4	NEW	INSURE PILOT ACQUISITION OF APPROAC LIGHTS AT DECISION HEIGHT		F & E
	VASI ON RW 4	NEW			F & E
	RELOCATE DIKE & EXTEND RW 13 SAFETY AREA SE		ENVIRONMENTAL IMPACT STUDY IN PROGRESS		AIP
	RELOCATE RW 13 LOC ON C/L		PENDING WORK ON ABOVE ITEM		F & E
	CAT II ILS UPGRADE ON RW 13	NEW/REPL	REDUCE LANDING MINIMUMS		F & E
	TDZ LIGHTS ON RW 13	NEW	REDUCE LANDING MINIMUMS		AIP
	ALSF-2 ON RW 13	NEW	REDUCE LANDING MINIMUMS		F & E
	UPGRADE RVR ON RW 13		REDUCE LANDING MINIMUMS		F & E
	MALSR ON RW 31	NEW	REDUCE LANDING MINIMUMS		F & E
	GS ON RW 31	NEW	REDUCE LANDING MINIMUMS		F & E

ELMIRA AIRPORT (ELM) ELM	REIL ON RW 10	NEW	ENHANCE RW VISIBILITY	JAN 1990	F & E
	PAPI ON RW 10	NEW	PROVIDE VERTICAL GUIDANCE		F & E
	REIL ON RW 28	NEW	ENHANCE RW VISIBILITY		F & E
	CLL ON RW 6	NEW	IMPROVE TAKEOFF MINIMUMS		AIP
	RVR (TOUCHDOWN) ON RW 6	NEW	PROVIDE RVR MINIMUMS		F & E
ROCHESTER - MONROE COUNTY (ROC) ROC R.A. WILLIAMS (US)	EXTEND RW 10/28 WEST 350' AND EAST 300' & STRENGTHEN RW	NEW	INCREASE UTILITY OF RW	JAN 1990	AIP
	EXTEND TW C EAST AND WEST TO EXTENDED RW 10 AND RW 28 THRESHOLDS	NEW	REDUCE RW OCCUPANCY TIMES		AIP
	EXTEND TW B (PARALLEL TO RW 10/28) WEST FROM TW D TO RW 4/22 WITH HIGH SPEED FILLET FOR RW 4 EXIT	NEW	IMPROVE TAXI FLOWS		AIP
SYRACUSE HANCOCK INT'L (SYR) SYR	GROOVE FULL LENGTH & WIDTH OF RW 14/32	NEW	IMPROVE BRAKING ACTION	JAN 1990	AIP
	PROVIDE DUAL ACCESS TO RW'S 14, 10, 28	NEW	INCREASE CAPACITY		AIP

CAT I ILS ON RW 14	NEW	PROVIDE PRECISION APPROACH CAPABILITY	F & E
RVR (TOUCHDOWN) ON RW 14	NEW	REDUCE LANDING & TAKEOFF MINIMUMS	F & E
CLL ON RW 14/32	NEW	INCREASE SCHEDULE RELIABILITY REDUCE LANDING & TAKEOFF MINIMUMS	AIP
RAIL ON RW 14	NEW	REDUCE LANDING MINIMUMS	F & E
CAT I ILS ON RW 32	NEW	PROVIDE PRECISION APPROACH CAPABILITY	F & E
VASI ON RW 32	NEW	PROVIDE VISUAL VERTICAL GUIDANCE	F & E
REIL ON RW 32	NEW	ENHANCE RW VISIBILITY	F & E
MALSR ON RW 32	NEW	REDUCE LANDING MINIMUMS	F & E
PAPI ON RW 32	NEW		F & E

	WESTCHESTER COUNTY (HPN)	REIL/MALSR ON RW 34	NEW	ENHANCE RW VISIBILITY	JAN 1990	F & E
	HPN					
	M.A. MATTHEWS (UA)					
		NDB ON RW 34	NEW			F & E
		MALSR ON RW 34	NEW			F & E
PA	ALLENTOWN-BETHLEHEM-EASTON (ABE)	CLL ON RW 6	NEW	REDUCE TAKEOFF MINIMUMS	JAN 1990	AIP
	ABE					
	M.A. MATTHEWS (UA)					
		TDZ LIGHTS ON RW 6	NEW	REDUCE LANDING MINIMUMS		AIP
		CAT II ILS UPGRADE ON RW 6	NEW	REDUCE LANDING MINIMUMS		F & E
		ALSF-2 ON RW 6	NEW	REDUCE LANDING MINIMUMS		F & E
		RVR (MIDPOINT) ON RW 6	NEW	REDUCE TAKEOFF MINIMUMS; SUPPORT		F & E
				CAT II OPERATIONS		
		RVR (ROLLOUT) ON RW 6	NEW	REDUCE TAKEOFF MINIMUMS; SUPPORT		F & E
				CAT II OPERATIONS		
		CAT I ILS ON RW 24	NEW	PROVIDE PRECISION APPROACH		F & E
				CAPABILITY TO AIR CARRIER RW		

		MALSR ON RW 24	NEW			F & E
	ERIE INTERNATIONAL (ERI) ERI R.A. WILLIAMS (US)	RVR (TOUCHDOWN) ON RW 24	NEW	REDUCE TAKEOFF MINIMUMS		F & E
		CLL ON RW 6	NEW	REDUCE TAKEOFF MINIMUMS		AIP
		IMPROVE OBSTRUCTION CLEARANCE TO RW 6/24 TO OBTAIN LOWEST MINIMA	NEW	REDUCE LANDING MINIMUMS		AIP
		DEVELOP MOST FEASIBLE CROSSWIND RW CAPABILITY IN VIEW OF POOR PRIMARY RW ORIENTATION FOR STRONG SEASONAL NW WINDS	NEW			AIP
	HARRISBURG INTERNATIONAL (MDT) MDT M.W. VITA (US)	NEW ANGLED RW EXITS 6000'FROM EACH END OF RW 13/31	NEW	REDUCE RW OCCUPANCY TIMES	JAN 1990	AIP
		CLL ON RW 13/31	NEW	REDUCE TAKEOFF MINIMUMS		AIP
		DME COLOCATED WITH ILS ON RW 13/31	NEW			F & E
		IMPROVE OBSTRUCTION CLEARANCE TO RW 13	NEW	REDUCE LANDING MINIMUMS		AIP

		RVR (ROLLOUT) ON RW 13	NEW	REDUCE TAKEOFF MINIMUMS		F & E
		R?R (MIDPOINT) ON RW 13	NEW	REDUCE TAKEOFF MINIMUMS		F & E
		EXTEND TW A FROM TW C TO TW E FOR FULL LENGTH PARALLEL TW	NEW			AIP
	PHILADELPHIA INTERNATIONAL (PHL) PHL N. PORTZ (US)	LDA (OFFSET) TO RW 27L	NEW	INCREASE CAPACITY, SIMULTANEOUS APPROACH CAPABILITY	JAN 1990	F & E
		PAPI ON RW 27L	NEW	PROVIDE VISUAL VERTICAL GUIDANCE		F & E
		CAT I ILS ON RW 9L (FUNDED)	NEW	PROVIDE PRECISION INSTRUMENT APPROACH CAPABILITY		F & E
		MALSR ON RW 9L (FUNDED)	NEW	WITH ILS & RVR, REDUCE LANDING MINIMUMS		F & E
		RVR (TOUCHDOWN) ON RW 9L	NEW	WITH ILS & MALSR, REDUCE LANDING MINIMUMS		F & E
		RVR (MIDPOINT) ON RW 9L	NEW	WITH ILS & MALSR, REDUCE LANDING MINIMUMS		F & E
		PAPI ON RW 27R	NEW	PROVIDE VISUAL VERTICAL GUIDANCE		F & E

		CONSTRUCT NEW TW B CONNECTING TW JJ AND RW 9L/27R	NEW	IMPROVE TW FLOWS AND PROVIDE ADDITIONAL STAGING		AIP
		BYPASS TW PP FROM AER 27L	NEW	IMPROVE TW FLOWS AND PROVIDE ADDITIONAL STAGING		AIP
		ANGLED EXIT ON RW 9R BETWEEN TWS GG AND C	NEW	REDUCE RUNWAY OCCUPANCY TIME		AIP
		CONSTRUCT FILLETS AT TW'S EE AND DD FOR LANDING RW 27L	NEW	REDUCE RW OCCUPANCY TIME		AIP
		CONSTRUCT BYPASS TW TT 500' FROM AER 27R	NEW	PROVIDE ADDITIONAL STAGING CAPABILITY		AIP
		EXTEND TW HH TO RW 9L	NEW	IMPROVE TAXI FLOWS, PROVIDE ADDITIONAL STAGING		AIP
		EXTEND TW F TO AER 35	NEW	IMPROVE TAXI FLOWS, PROVIDE ADDITIONAL STAGING		AIP
		EXTEND TW AA TO AER 27R	NEW	IMPROVE TAXI FLOWS, PROVIDE ADDITIONAL STAGING		AIP
		BYPASS TW KK 500' FROM AER 9R	NEW	IMPROVE TAXI FLOWS, PROVIDE ADDITIONAL STAGING		AIP

	EXTEND TW A TO TW FF	NEW	PROVIDE ADDITIONAL STAGING		AIP
	EXTEND TW JJ TO TW C	NEW	IMPROVE TAXI FLOWS AND PROVIDE ADDITIONAL STAGING		AIP
	VOR (ON-AIRPORT) INSTALLATION	NEW/REPL	IMPROVE TCA OPERATIONS AND PROVIDE BACKUP INSTRUMENT APPROACH CAPABILI		F & E
GREATER PITTSBURGH INT'L (PIT) PIT N.W. VITA (US)	CAT II/III ILS UPGRADE ON RW 10R	NEW	WITH ALSF-2 WILL REDUCE LANDING MINIMUMS	JAN 1990	F & E
	ALSF-2 ON RW 10R	NEW	WITH ILS WILL REDUCE LANDING MINIMUMS		F & E
	PAPI ON RW 10C	NEW	PROVIDE VERTICAL GUIDANCE		F & E
	PAPI ON RW 10L	NEW	PROVIDE VERTICAL GUIDANCE		F & E
	PAPI ON RW 28C	NEW	PROVIDE VERTICAL GUIDANCE		F & E
	IMPROVE TERRAIN GRADIENT OUTSIDE THE RW 10L IN TO PERMIT USE OF RADAR ALTIMETER ON CAT II APPROACHES	NEW			AIP
	CAT I ILS ON RW 10C	NEW	WITH MALSR, REDUCE LANDING MINIMUMS		F & E

		MALSR ON RW 10C	NEW	WITH ILS, REDUCE LANDING MINIMUMS		F & E
		CAT I ILS ON RW 28C	NEW	WITH MALSR, REDUCE LANDING MINIMUMS		F & E
		MALSR ON RW 28C	NEW	WITH ILS, REDUCE LANDING MINIMUMS		F & E
		PAPI ON RW 28R	NEW	PROVIDE VERTICAL GUIDANSE		F & E
		IMPROVE TWS V AND N EXITS				AIP
		RVR (ROLLOUT) ON RW 14	NEW	PROVIDE RVR MINIMUMS		F & E
		RVR (TOUCHDOWN) ON RW 14	NEW	PROVIDE RVR MINIMUMS		F & E
	WILKES-BARRE SCRANTON INT'L (AVP)	PAPI ON RW 4	NEW	PROVIDE VERTICAL GUIDANCE	JAN 1990	F & E
	AVP					
	M.W. VITA (US)	RVR (TOUCHDOWN) ON RW 4	NEW	REDUCE LANDING MINIMUMS		F & E
		RVR (ROLLOUT) ON RW 4	NEW			F & E
		RELOCATE RW 4 LOC ON C/L		REQUIRED FOR LOWEST ILS LANDING		F & E
				MINIMUMS		
		RELOCATE RW 22 LOC ON C/L		REQUIRED FOR LOWEST ILS LANDING		F & E
				MINIMUMS		

PR	LUIS MUNOZ MARIN INT'L (SJU) SJU G. LYALL (EA)	DUAL TW CAPABILITY ON N/S TW	NEW	ENHANCE TAXI FLOW	JAN 1990	AIP
		LOC ON RW 26	NEW	OBTAIN LOWER LANDING MINIMA		F & E
		DME ON LOC ON RW 26	NEW	OBTAIN LOWER LANDING MINIMA ON PRIMARY LANDING RW WHEN AIRPORT OPERATES IN A WESTERLY FLOW. NOISE MITIGITATION EFFORTS RESTRICT LANDINGS ON RW 28		F & E
		CONTROL TOWER	NEW/REPL	EXISTING TOWER HAS LINE OF SIGHT PROBLEM AND NEEDS REFURBISHING. GROWING HUB ACTIVITY AT SJU		F & E
		PAVE 2 GRASS ISLANDS ON N APRON ADJACENT TO TW'S N AND O	NEW	IMPROVE TAXI FLOW ON NORTH APRON		AIP
SC	CHARLESTON AFB - INT'L (CHS) CHS L.G. BERNIER (DL)	IMPROVE TW SYSTEM BETWEEN NEW TERMINAL AND RW 15 THRESHOLD	NEW	ELIMINATE MULTIPLE RW CROSSINGS	JAN 1990	AIP
	COLUMBIA METROPOLITAN (CAE) CAE L.G. BERNIER (DL)	CAT I ILS ON RW 5	NEW	RW BEING EXTENDED TO ACCOMMODATE AIR CARRIER OPERATIONS		F & E

		MALSR ON RW 5	NEW	RW BEING EXTENDED TO ACCOMMODATE		F & E
				AIR CARRIER OPERATIONS		
		RVR ON RW 5	NEW	RW BEING EXTENDED TO ACCOMMODATE		F & E
				AIR CARRIER OPERATIONS		
		RVR (MIDPOINT) ON RW 11/29 (FUNDED)	NEW	CAT II RW		F & E
	GREENVILLE-SPARTANBURG	ALSF-2 AND ENG/GEN ON RW 3	NEW/REPL	CAT II MINIMA AUTHORIZATION BEING	JAN 1990	F & E
	GSP	(UPGRADE FROM ALSF-1)		HELD UP DUE TO EXISTING ALSF-1. ALL		
	S. KAMINITSKY (EA)			OTHER REQD COMPONENTS FOR CAT II		
				ARE IN PLACE. ENG/GEN REQD FOR		
				OPERATION OF ALSF-2		
	MYRTLE BEACH AFB-CIVIL JETPORT(MYR)	EXTEND PARALLEL TW NORTH TO RW 17	NEW	ENHANCE SAFETY & REDUCE DELAYS		AIP
	MYR	THRESHOLD				
	J.J. BARNACK					
		EXTEND PARALLEL TW SOUTH TO RW 35	NEW	ENHANCE SAFETY & REDUCE DELAYS		AIP
		THRESHOLD				
TN	TRI-CITY REGIONAL (TRI)	MALSR ON RW 5	NEW	OBTAIN LOWER LANDING MINIMA	JAN 1990	F & E
	TRI					
	G.A. WHEELER (PI)	DME ON LOC ON RW 23	NEW	ENHANCE PREC APPR PROCEDURE		F & E
	LOVELL FIELD, CHATTANOOGA TN	NDB RW 02	NEW	TO SERVE AS LOM RW 02		F & E
	(CHA)					

MCGEE-TYSON (TYS) TYS A.G. MORGAN (DL)	CAT I ILS ON RW 5R	NEW	RW BEING EXTENDED TO 9000' TO ACCOMMODATE FULL RANGE OF AIR CARRIER OPERATIONS	JAN 1990	F & E
	MALSR ON RW 5R	NEW	RW BEING EXTENDED TO 9000' TO ACCOMMODATE FULL RANGE OF AIR CARRIER OPERATIONS		F & E
	RVR (TOUCHDOWN) ON RW 5R	NEW	RW BEING EXTENDED TO 9000' TO ACCOMMODATE FULL RANGE OF AIR CARRIER OPERATIONS		F & E
	CAT I ILS ON RW 23L	NEW	RW BEING EXTENDED TO 9000' TO ACCOMMODATE FULL RANGE OF AIR CARRIER OPERATIONS		F & E
	MALSR ON RW 23L	NEW	RW BEING EXTENDED TO 9000' TO ACCOMMODATE FULL RANGE OF AIR CARRIER OPERATIONS		F & E
	RVR (TOUCHDOWN) ON RW 23L	NEW	RW BEING EXTENDED TO 9000' TO ACCOMMODATE FULL RANGE OF AIR CARRIER OPERATIONS		F & E

MEMPHIS INT'L (MEM) MEM D.R. HINDES (NW)	HOLD PADS ON ALL DEPARTURE RW'S WHERE PRACTICAL	NEW	BYPASS CAPABILITY IN ORDER TO SEQEUENCE DEPARTURE AIRCRAFT AS REQD BY FLOW CONTROL	JAN 1990	AIP
	RVR (TOUCHDOWN) ON RW 27 (FUNDED)	NEW	OBTAIN RVR MINIMA		F & E
	CAT III ILS ON RW 36R (FUNDED)	NEW			AIP
	CAT IIIb ILS UPGRADE ON RW 36L	NEW/REPL	UPGRADE TO CAT IIIb CAPABILITY		F & E
	UPGRADE RVR'S ON RW 36L (FUNDED)	NEW/REPL	UPGRADE TO CAT IIIb CAPABILITY		F & E
	WIDEN FILLET ON RW 18R AT TW LL, BOTH SIDES	NEW	REDUCE RW OCCUPANCY TIME		AIP
	WIDEN FILLET ON RW 36L AT TW GG, BOTH SIDES	NEW	REDUCE OCCUPANCY TIME		AIP
	EXTEND RW 18L/36R TO 12,000'	NEW	PROVIDE FUTURE LONG HAUL CAPABILITY		AIP
	NEW N/S RW 9300' x 150'	NEW	ENHANCE AIRFIELD CAPACITY		AIP
	ASDE (FUNDED)	NEW	ENHANCE MOVEMENT OF GROUND TRAFFIC DURING PERIODS OF LOW VISIBILITY		F & E

	NASHVILLE METROPOLITAN (BNA) BNA A.J. ALLISON (AA)	BYPASS TW CAPABILITY AROUND NEW TERMINAL APRON EDGE	NEW	IMPROVE GROUND FLOW AROUND NEW TERMINAL APRON	JAN 1990	AIP
		TW ACCESS FROM NW APRON OF NEW TERMINAL TO NEW RW 20 THRESHOLD	NEW	IMPROVE GROUND FLOW AND REDUCE CONGESTION AROUND TW L AND RW 31 THRESHOLD		AIP
		EXTEND RW 13/31 500' TO 900' LENGTH	NEW	NECESSARY FOR LONG HAUL OPERATIONS		AIP
		CAT IIIb ILS UPGRADE ON RW 2L	NEW/REPL	UPGRADE OF ILS & RVR REQD TO OBTAIN CAT IIIb MINIMA		F & E
		ALSF-2 ON RW 2L	NEW			F & E
		UPGRADE RVR'S ON RW 2L (FUNDED)	NEW/REPL	UPGRADE OF ILS & RVR REQD TO OBTAIN CAT IIIb MINIMA		F & E
		RVR (TOUCHDOWN) ON RW 13	NEW			F & E
		CAT I ILS ON RW 13	NEW			F & E
		MALSR ON RW 13	NEW	OBTAIN LOWER LANDING MINIMA		F & E
VA	CHARLOTTSVILLE ALBEMARLE (CHO) CHO	RVR ON RW 3 (FUNDED)	NEW	PROVIDE RVR MINIMUMS	JAN 1990	F & E
	G.A. WHEELER (PI)	TVOR	NEW	PROVIDE ADDITIONAL INSTRUMENT APPROACHES		F & E

NORFOLK INTERNATIONAL (ORF)	PROVIDE DUAL ACCESS TO RW 5/23 AT EACH	NEW	INCREASE CAPCITY	JAN 1990	AIP
ORF	END				
G.A. WHEELER (PI)					
	CAT II/III ILS UPGRADE ON RW 5	NEW	REDUCE LANDING MINIMUMS		F & E
	ALSF-2 ON RW 5	NEW	REDUCE LANDING MINIMUMS		F & E
	RVR (MIDPOINT) ON RW 5	NEW	REDUCE LANDING MINIMUMS		F & E
	RVR (ROLLOUT) ON RW 5	NEW	REDUCE LANDING MINIMUMS		F & E
	TDZ LIGHTS ON RW 5	NEW	REDUCE LANDING MINIMUMS		AIP
	CLL ON RW 5	NEW	IMPROVE TAKEOFF MINIMUMS AND		F & E
			SUPPORT CAT II OPERATIONS		
	PAPI ON RW 5	NEW	PROVIDE VERTICAL GUIDANCE		F & E
	CONSTRUCT HOLD PADS OR BYPASS TW'S	NEW			AIP
RICHMOND INT'L - BYRD FIELD (RIC)	HIRL ON RW 2	NEW	REDUCE LANDING MINIMUMS	JAN 1990	AIP
RIC					
G.A. WHEELER (PI)	CAT I ILS ON RW 02 (FUNDED)	NEW	REDUCE LANDING MINIMUMS		F & E

	MALSR ON RW 02	NEW	REDUCE LANDING MINIMUMS		F & E
	CLL ON RW 2/20	NEW	REQD FOR LOWEST TAKEOFF MINIMUMS		AIP
	RVR (TOUCHDOWN) ON RW 2	NEW	PROVIDE RVR MINIMUMS		F & E
ROANOKE REGIONAL - WOODRUM (ROA) ROA G.A. WHEELER (PI)	CLL ON RW 6/24	NEW	REQD FOR LOWEST TAKEOFF MINIMUMS	JAN 1990	AIP
	RVR (TOUCHDOWN) ON RW 24	NEW	REQD FOR LOWEST TAKEOFF MINIMUMS		F & E
	RVR (ROLLOUT) ON RW 24	NEW	REQD FOR LOWEST TAKEOFF MINIMUMS		F & E
	PAPI ON RW 24	NEW	PROVIDE VERTICAL GUIDANCE		F & E
DULLES INTERNATIONAL (IAD) IAD J. SORENSEN (UA)	ACQUIRE LAND AND CONSTRUCT NEW N/S PARALLEL RW WITH DUAL DIRECTION CAT III INSTRUMENTATION & LIGHTING DIRECTION CAT III	NEW		JAN 1990	AIP
	BYPASS TW 500' FROM APPROACH END OF ALL RW'S WITH HOLD PADS	NEW	IMPROVED FLEXIBILITY IN SEQUENCING DEPARTURE AIRCRAFT		AIP
	CAT II/III ILS UPGRADE ON RW 19R	NEW	IMPROVE SCHEDULE RELIABILITY, REDUCE LANDING MINIMUMS, PERMIT SIMULTANEOUS CAT II APPROACHES		F & E

		ALSF-2 ON RW 19R	NEW	IMPROVE SCHEDULE RELIABILITY, REDUCE LANDING MINIMUMS, PERMIT SIMULTANEOUS CAT II APPROACHES		F & E
		RVR (MIDPOINT) ON RW 19R	NEW	REDUCE TAKEOFF MINIMUMS AND SUPPORT CAT II/III APPROACHES		F & E
		RVR (ROLLOUT) ON RW 19R	NEW	REDUCE TAKEOFF MINIMUMS AND SUPPORT CAT II/III APPROACHES		F & E
		EXTEND PARALLEL TW E2 SOUTH TO TW E7	NEW	PROVIDE DEPARTURE ACCESS TO RW 1R		AIP
		TDZ LIGHTS ON RW 1L	NEW	REDUCE LANDING MINIMUMS, PERMIT SIMULTANEOUS CAT II/III APPROACHES		AIP
		ALSF-2 ON RW 01L	NEW	REDUCE LANDING MINIMUMS, PERMIT SIMULTANEOUS CAT II/III APPROACHES IMPROVE SCHEDULE RELIABILITY		F & E
		CAT II/III ILS UPGRADE ON RW 01L	NEW	REDUCE LANDING MINIMUMS, PERMIT SIMULTANEOUS CAT II/III APPROACHES		F & E
		EXTEND RW 12/30 500' SE WITH ACCESS TW TO HOLD PAD	NEW	ELIMINATE INTERACTION WITH RW 01L ILS, INCREASE CAPACITY		AIP
		CLL ON RW 12/30	NEW	REQD FOR LOWEST TAKEOFF MINIMUMS		AIP

		TDZ LIGHTS ON RW 12	NEW	REDUCE LANDING MINIMUM		AIP
		DEVELOP & IMPLEMENT SIMULTANEOUS INSTRUMENT APPROACHES TO RW'S 1L AND 1R, AND 19L AND 19R	NEW	INCREASE CAPACITY IN IMC		
		TW CL LIGHTS AS NEEDED FOR CAT III OPS	NEW			AIP
		RVR (TOUCHDOWN) ON RW 12 (FUNDED)	NEW	REQD FOR LOWEST TAKEOFF MINIMUMS		F & E
		RVR (MIDPOINT) ON RW 12	NEW	REQD FOR LOWEST TAKEOFF MINIMUMS		F & E
		RVR (ROLLOUT) ON RW 12	NEW	REQD FOR LOWEST TAKEOFF MINIMUMS		F & E
VI	CHARLOTTE AMALIE KING (STT) STT G. LYALL (EA)	NEW 7000' RW	NEW	ALLOW AIRPORT TO BETTER ACCOMMODATE TRAVEL NEEDS OF THE ISLAND	JAN 1990	AIP
		NEW FULL PARALLEL TW	NEW	ALLOW AIRPORT TO BETTER ACCOMMODATE TRAVEL NEEDS OF THE ISLAND		AIP
		RELOCATE TERMINAL BUILDING (FUNDED)	NEW	ALLOW AIRPORT TO BETTER ACCOMMODATE TRAVEL NEEDS OF THE ISLAND		AIP

		CAT I ILS ON RW 10 (NEW)	NEW	PROVIDE LOWER LANDING MINIMA ON PRIMARY AIR CARRIER RW PRESENTLY UNDER CONSTRUCTION		F & E
	CHRISTIANSTED HAMILTON (STX) STX G. LYALL (EA)	BRITE TUBE IN ATCT	NEW	ENHANCE MOVEMENT OF AIR TRAFFIC AND SAFETY	JAN 1990	F & E
		ASR	NEW	ENHANCE MOVEMENT OF AIR TRAFFIC AND SAFETY		F & E
VT	BURLINGTON INTERNATIONAL (BTV) BTV H.F. PORTZ (US)	CAT I ILS ON RW 33 (3.5 DEGREE GLIDE PATH)	NEW		JAN 1990	F & E
WV	YEAGER (CRW) CRW	CLL ON RW 5/23	NEW	REQD FOR LOWEST TAKEOFF MINIMUMS	JAN 1990	AIP
	J. RICHARDSON (PI)	RVR (TOUCHDOWN) ON RW 5	NEW	REQD FOR LOWEST TAKEOFF MINIMUMS		F & E
	TRI-STATE (HTS) HTS J. RICHARDSON (PI)	RVR (TOUCHDOWN) ON RW 12 (FUNDED)	NEW	PROVIDE RVR TAKEOFF & LANDING MINIMUMS	JAN 1990	F & E
		RVR (ROLLOUT) ON RW 12	NEW	PROVIDE RVR MINIMUMS		F & E
		MALSR ON RW 30	NEW			F & E
		WIDEN AIR CARRIER TW'S TO 75'	NEW			AIP

		TVOR-DME	NEW	PROVIDE ADDITIONAL INSTRUMENT CAPACITY		F & E
		EXTEND RW 12/30 PARALLEL TW NW TO AER 12	NEW			AIP
		CLL ON RW 12	NEW			AIP

APRIL 20, 1990

ATA LISTING OF AIP & F&E REQUIREMENTS

(SORTED BY STATE WITHIN REGIONS)

ATTACHMENT E, PART II

	AIRPORT/ CHAIRMAN	ITEM REQUESTED	NEW ESTAB/ REPLACE	JUSTIFICATION	REVIEW DATE	PROGRAM (AIP / F&E)
AK	ANCHORAGE (ANC) ANC C. ARGUE (AS)	CAT I ILS ON RW 14 (FUNDED)	NEW		FEB 1989	F & E
AR	ADAMS FIELD (LIT) LIT L.G. BERNIER (DL)	RVR ON RW 22R (FUNDED)	NEW	IN PROGRAM FOR NEXT GENERATION EQUIPMENT - NO DATE FY 86 APPROVED PROJECT. NO EQUIPMENT AVAILABLE	JUN 1989	F & E
		DMEL ON RW 4L	NEW	IMPROVE ILS PROCEDURE IAW FAA-ASP-78-7		F & E

FRANGIBLE APPROACH LIGHT STRUCTURES ON RW 4L	REPLACE	NON-FRANGIBLE STRUCTURES BEYOND 600' FROM RW 4L END. TO BE INCLUDED IN CONVERSION TO MALSR - 4/90 ESTIMATE COMPLETION - 2/90	F & E
AIRFIELD PERIMETER ROAD (FUNDED)	NEW	BETTER ACCESS FOR CFR VEHICLES	AIP
STUDY FEASIBILITY OF PROVIDING CAT II/CAT III OPS ON RW 22R		CAT II/III OPS ON RW 22L DETERMINED NOT FEASIBLE - REDUCE LANDING MINIMA	F & E
CAT I ILS ON RW 4R	NEW	PREC APPR CAPABILITY FOR NEW RW	F & E
MALSR ON RW 4R	NEW	REDUCE MINIMA	F & E
RVR ON RW 4R	NEW	REDUCE MINIMA	F & E
CAT I ILS ON RW 22L	NEW	FY 91 BUDGET REQUEST - PREC APPR CAPABILITY FOR NEW RW	F & E
REIL ON RW 22L	NEW	IDENTIFY ACTUAL END OF RW IN THE ABSENCE OF APPROACH LIGHTS	F & E
RVR ON RW 22L	NEW	REDUCE MINIMA	F & E

AZ	PHOENIX SKY HARBOR (PHX)	CAT I ILS ON RW 26R (FUNDED)	NEW	ALLOW STABILIZED APPROACH	FEB 1989	F & E
	PHX					
CA	SAN FRANCISCO INT'L (SFO)	LOC ON RW 28R	NEW	PROVIDE OFFSET LDA APPROACH	FEB 1989	F & E
	SFO			INCREASE CAPACITY		
	P. VAN WERT (UA)					
		DME ON RW 28R	NEW	PROVIDE OFFSET LDA APPROACH		F & E
				INCREASE CAPACITY		
		CAT I ILS ON RW 10L (FUNDED)	NEW	PROVIDE PREC APPR TO RW 10L		F & E
				INCREASING SAFETY		
CO	YAMPA VALLEY (HDN)	CONTROL TOWER	NEW		DEC 1988	F & E
	HDN					
	K.M. FRAGNOLI (AA)	RVR ON RW 10	NEW			F & E
		PARALLEL TW TO RW 10/28	NEW	AIRPORT PLANS PARTIAL TW (3000')		AIP
				SUMMER 89		
	GUNNISON COUNTY (GUC)	CONTROL TOWER	NEW		DEC 1988	F & E
	GUC					
	K.M. FRAGNOLI (AA)	MALSR ON RW 6	NEW			F & E
		ASR	NEW			F & E

IA	SIOUX CITY MUNICIPAL (SUX)	OVERLAY CENTER PORTION OF (CLOSED)	NEW	TAXIING/CAPACITY BENEFIT	JUL 1987	AIP
	SUX	RW 4/22 FOR USE AS A TW				
	M. MATTHEWS (UA)					
		CLL ON RW 13/31	NEW	REDUCED MINIMUMS/INCREASED CAPACITY		AIP
		TDZ LIGHTS ON RW 31	NEW	REDUCED MINIMUMS/INCREASED CAPACITY		AIP
		MALSR ON RW 13	REPLACE			F & E
		CAT II ILS ON RW 31	REPLACE	REDUCED MINIMUMS/INCREASED CAPACITY		F & E
		ALSF-2 (CAT II) ON RW 31	REPLACE	REDUCED MINIMUMS/INCREASED CAPACITY		F & E
		RVR (ROLLOUT) ON RW 31	NEW			F & E
	DES MOINES INT'L (DSM)	CLL ON RW 12L/30R	NEW	LOWER MINIMUMS	JUL 1987	AIP
	DSM					
	S. PFLUEGER (UA)	DME ON LOC ON RW 12L	NEW	APPROACH AID		F & E
		CAT II ILS ON RW 30R	NEW	INCREASED CAPACITY		F & E

		ALSF-2 (CAT II) ON RW 30R	NEW			F & E
		DME ON LOC ON RW 30R	NEW	APPROACH AID		F & E
		ASR	NEW			F & E
IA	SIOUX CITY MUNICIPAL (SUX) SUX M. MATTHEWS (UA)	OVERLAY CENTER PORTION OF (CLOSED) RW 4/22 FOR USE AS A TW	NEW	TAXIING/CAPACITY BENEFIT	JUL 1987	AIP
		CLL ON RW 13/31	NEW	REDUCED MINIMUMS/INCREASED CAPACITY		AIP
		TDZ LIGHTS ON RW 31	NEW	REDUCED MINIMUMS/INCREASED CAPACITY		AIP
		MALSR ON RW 13	REPLACE			F & E
		CAT II ILS ON RW 31	REPLACE	REDUCED MINIMUMS/INCREASED CAPACITY		F & E
		ALSF-2 (CAT II) ON RW 31	REPLACE	REDUCED MINIMUMS/INCREASED CAPACITY		F & E
		RVR (ROLLOUT) ON RW 31	NEW			F & E

DES MOINES INT'L (DSM)	CLL ON RW 12L/30R	NEW	LOWER MINIMUMS	JUL 1987	AIP
DSM					
S. PFLUEGER (UA)	DME ON LOC ON RW 12L	NEW	APPROACH AID		F & E
	CAT II ILS ON RW 30R	NEW	INCREASED CAPACITY		F & E
	ALSF-2 (CAT II) ON RW 30R	NEW			F & E
	DME ON LOC ON RW 30R	NEW	APPROACH AID		F & E
CEDAR RAPIDS MUNICIPAL (CID)	EXTEND RW 13/31 FROM 5450' TO 6000'	NEW	INCREASED CAPACITY	JUL 1987	AIP
CID					
S. PFLUEGER (UA)					
	REMOVE OBSTRUCTION TO RW 13 APPROACH TO ELIMINATE 350' DISPLACED THRESHOLD		INCREASED CAPACITY		AIP
	CLL ON RW 9/27	NEW	LOWER MINIMUMS		AIP
	TDZ LIGHTS ON RW 9	NEW			AIP
	CAT II ILS ON RW 9	NEW			F & E

		ALSF-2 (CAT II) ON RW 9	NEW			F & E
		RVR (ROLLOUT) ON RW 9	NEW			F & E
		MALSR ON RW 27	NEW	APPROACH AID - LOWER MINIMUMS		F & E
		RVR ON RW 27	NEW	APPROACH AID - LOWER MINIMUMS		F & E
ID	IDAHO FALLS (IDA)	RVR ON RW 20 (FUNDED)	NEW		APR 1989	F & E
	IDA					
		ASR	NEW			F & E
IL	UNIV OF ILLINOIS - WILLIARD (CMI)	GS ON RW 14R	NEW	LOWER OPERATING MINIMUMS	JUL 1987	F & E
	CMI					
		MALSR ON RW 14R	NEW	LOWER OPERATING MINIMUMS		F & E
		RVR ON RW 14R	NEW	LOWER OPERATING MINIMUMS		F & E
	CHICAGO MIDWAY (MDW)	REMOVE OBSTRUCTIONS TO RW'S 13R/31L		ON-AIRPORT OBSTRUCTION REMOVAL	JUL 1987	AIP
	MDW	AND 4R/22L AS APPROPRIATE		UNDERWAY, ALLOW LOWER MINIMUMS		
	P. TATE (ML)					

	HALSR ON RW 4R	NEW	LOWER ARRIVAL/DEPARTURE MINIMUMS		F & E
	RVR (TOUCHDOWN) ON RW 4R	NEW	LOWER ARRIVAL/DEPARTURE MINIMUMS		F & E
	DME ON LOC ON RW 4R	NEW	APPROACH AID		F & E
	DME ON LOC ON RW 22L	NEW	APPROACH AID		F & E
	CAT I ILS ON RW 22L (FUNDED)	NEW			F & E
	RVR (TOUCHDOWN) ON RW 22L	NEW	FOR ARRIVAL/DEPARTURE MINIMUMS		F & E
	HALSR ON RW 22L (FUNDED)	NEW			F & E
	HALSR ON RW 31L	NEW	LOWER ARRIVAL/DEPARTURE MINIMUMS		F & E
	RVR (TOUCHDOWN) ON RW 31L	NEW	FOR ARRIVAL/DEPARTURE MINIMUMS		F & E
	PAPI ON RW 13R	NEW	APPROACH AID FOR VISUAL APPROACHES		F & E
O'HARE INTERNATIONAL (ORD)	TDZ LIGHTS ON RW 4R	NEW	HIGH PRIORITY-INCREASE CAPACITY &	JUL 1987	AIP
ORD			LOWER OPERATING MINIMUMS		
J. BLACK (UA)					

CLL ON RW 4R/22L	NEW	HIGH PRIORITY-INCREASE CAPACITY & LOWER OPERATING MINIMUMS	AIP
CAT II/III ILS ON RW 4R	REPLACE	RW 4R CAT II IS FIRST PRIORITY	F & E
ALSF-2 (CAT II/III) ON RW 4R	REPLACE	LOWER OPERATING MINIMUMS	F & E
RVR ON RW 22L	NEW	LOWER OPERATING MINIMUMS	F & E
CLL ON RW 4L/22R	NEW	LOWER OPERATING MINIMUMS	AIP
VASI-6 ON RW 4L	NEW	LOWER OPERATING MINIMUMS	F & E
RVR ON RW 4L (FUNDED)	NEW	LOWER OPERATING MINIMUMS	F & E
RVR ON RW 22R (FUNDED)	NEW	LOWER OPERATING MINIMUMS	F & E
CAT II/III ILS ON RW 9R	REPLACE		F & E
ALSF-2 (CAT II/III) ON RW 9R	REPLACE		F & E
CAT II/III ILS ON RW 32L	NEW	HIGH PRIORITY-INCREASE CAPACITY & LOWER OPERATING MINIMUMS	F & E

	QUAD CITY (MLI)	GS ON RW 27	NEW	GS/MM DELAYED UNTIL RW EXTENSION	JUL 1987	F & E
	MLI			LOWER ARRIVAL/DEPARTURE MINIMUMS		
	J. BLACK (UA)					
		RVR ON RW 27	NEW	LOWER ARRIVAL/DEPARTURE MINIMUMS		F & E
	GREATER PEORIA (PIA)	DME ON LOC ON RW 13	NEW	APPROACH AID	JUL 1987	F & E
	PIA					
	J. BLACK (UA)					
IN	DRESS REGIONAL (EVV)	MALSR ON RW 4	NEW	LOWER ARRIVAL/DEPARTURE MINIMUMS	JUL 1987	F & E
	EVV					
	R. WILLIAMS (US)	RVR ON RW 4	NEW			F & E
		DME ON LOC ON RW 4	NEW	APPROACH AID		F & E
	MUNICIPAL - BAER FIELD (FWA)	MALSR ON RW 32	REPLACE			F & E
	FWA					
	H.C. HAYES (DL)					
	INDIANAPOLIS INT'L (IND)	DME ON LOC ON RW 13	NEW	LOWER ARRIVAL/DEPARTURE MINIMUMS	JUL 1987	F & E
	IND					
	M. MATTHEWS (UA)	RVR ON RW 13 (FUNDED)	NEW			F & E
		ASDE	NEW	CAPACITY ENHANCEMENT		F & E

	MICHIANA REGIONAL (SBN)	RVR (ROLLOUT) ON RW 27	NEW	LOWER MINIMUMS	JUL 1987	F & E
	SBN					
	J.E. RICHARDSON	DME ON LOC ON RW 27	NEW	APPROACH AID		F & E
KS	MID CONTINENT (ICT)	GROOVE RW 14/32 (FUNDED)		OPERATING BENEFIT-IMPROVED TRACTION	JUL 1987	AIP
	ICT					
	S. PFLUEGER (UA)					
		REIL ON RW 32 (FUNDED)	NEW	APPROACH AID		F & E
		DME ON LOC ON RW 1L (FUNDED)	NEW	APPROACH AID		F & E
		DME ON LOC ON RW 19R (FUNDED)	NEW	APPROACH AID		F & E
LA	RYAN FIELD (BTR)	PRECISION INSTRUMENT APPROACH ON RW 4		LOC BC APPROACH ESTAB 5/8/86	JUN 1989	F & E
	BTR					
	R. BYCE (DL)	MALSR ON RW 4	NEW	REDUCE MINIMA		F & E
		RVR ON RW 4	NEW	REDUCE MINIMA		F & E
		NEW TW B BETWEEN TW'S A & C NORTH	NEW	REMOVE GA TRAFFIC FROM AIR CARRIER		AIP
		(FUNDED)		RAMP & IMPROVE AIRPORT TRAFFIC FLOW		
		NEW TW H FROM TW D TO RW 4L/22R	NEW	PROVIDE ANGLED EXIT OFF RW 22R FOR		AIP
				REDUCED RW OCCUPANCY TIME & MORE		
				EFFICIENT ACCESS TO/FROM AIR		
				CARRIER RAMP		

	PERIMETER ROAD	NEW	OFF-MOVEMENT AREA ROUTE AROUND SW		AIP
			END OF RW 4L/22R		
LAFAYETTE REGIONAL (LFT)	RVR ON RW 21 (FUNDED)	NEW	REPLACEMENT OF RVV-FY 85 APPROVED	JUN 1989	F & E
LFT			PROJECT-NO DATE, NO EQUIP AVAILABLE		
A.N. ELMORE (CO)					
	LLWAS	NEW	PROVIDE WINDSHEAR DETECTION		F & E
			NO EQUIPMENT AVAILABLE		
	RELOCATE LAKE MARTIN (LKN) NDB	REPLACE	NON-RADAR APPROACH CAPABILITY TO		AIP
	(NON-FED) TO ON-FIELD SITE		RW 3, MORE RELIABLE APPROACHES FOR		
			RW'S 10 AND 28		
MONROE REGIONAL (MLU)	RVR ON RW 4 (FUNDED)	NEW	UPGRADE RVV TO RVR - UNSCHEDULED		F & E
MLU			AWAITING EQUIPMENT AVAILABILITY		
R. BYCE (DL)					
	DMEL ON RW 4	NEW	IMPROVE ILS PROCEDURE		F & E
			IAW FAA-ASP-78-7		
MOISANT FIELD (MSY)	RVR -FUNDED- ON RW 10/28 CAPABLE OF				
MSY	MINIMA AS LOW AS 300'	REPLACE	LOWER CAT IIIb LANDING MINIMA	JUN 19_9	F & E
R.A. WILLIAMS (US)			UNSCHEDULED PROJECT - NO DATE		
	TW CL LIGHTS FROM RW 10/28 TO TERMINAL	NEW	REQU FOR OPS AT LESS THAN 600' RVR		AIP
	RAMP				
	EXTEND RW 10/28 1300' WEST (FUNDED)	NEW	NOISE ABATEMENT - EST COMPL 11/90		AIP

		FRANGIBLE APPROACH LIGHT STRUCTURES ON RW 10	REPLACE	EST COMP 10/90		F & E
		CAT I ILS ON RW 19	NEW	NOISE ABATEMENT AND REDUCED LANDING MINIMA		F & E
		RAIL (ADD TO MALS) ON RW 19		PER FAA, RAIL CAN BE INSTALLED W/ SOME LAND ACQUISITION - REDUCE MINIMA, EST. COMPLETION 11/90		F & E
		REMOVE 34:1 SLOPE OBSTACLES ON RW 28		IMPROVE SAFETY AND REGAIN APPROACH MINIMA (IN PROGRESS)		AIP
		IMPROVED TW GUIDANCE SIGNS (FUNDED)	REPLACE	FY 89 PROJECT		AIP
	SHREVEPORT REGIONAL (SHV) SHV H.C. HAYES (DL)	DMEL ON RW 14	NEW	IMPROVE ILS PROCEDURE IAW FAA-ASP-78-7	JUN 1989	F & E
		RVR ON RW 14 CAPABLE OF MINIMA AS LOW AS 300'	REPLACE	LOWER CAT IIIb LANDING MINIMA		F & E
		TW CL LIGHTS FROM RW 14/32 TO TERMINAL RAMP	NEW	ALLOW OPS BELOW 600' RVR		AIP

MI	METROPOLITAN-WAYNE COUNTY (DTW)	ASDE (FUNDED)	NEW	CAPACITY ENHANCEMENT	JUL 1987	F & E
	DTW					
	M. MATTHEWS (UA)	RVR (ROLLOUT) ON RW 3C (FUNDED)	NEW			F & E
		RVR (TOUCHDOWN) ON RW 3C (FUNDED)	NEW			F & E
		CAT I ILS ON RW 3C	NEW			F & E
		MALSR ON RW 3C	NEW			F & E
		CAT I ILS ON FUTURE RW 9R	NEW			F & E
		MALSR ON FUTURE RW 9R	NEW			F & E
	BISHOP (FNT)	RVR ON RW 27	NEW	LOWER ARRIVAL/DEPARTURE MINIMUMS	JUL 1987	F & E
	FNT					
	G.A. WHEELER (PI)	COMPLETE PARALLEL TW FROM RW 5/23		REDUCE TAXIING DISTANCES		AIP
		NORTH TO RAMP				
	KENT COUNTY (GRR)	RVR ON RW 8R (FUNDED)	NEW	LOWER ARRIVAL/DEPARTURE MINIMUMS	JUL 1987	F & E
	GRR					
	M. HELANDER (UA)	DME ON LOC ON RW 8R	NEW			F & E
		DME ON LOC ON RW 26L	NEW			F & E

	KALAMAZOO (AZO)	EXTEND PARALLEL TW FULL LENGTH OF RW	NEW	CAPACITY ENHANCEMENT-IMPROVE GROUND	JUL 1987	AIP
	AZO	17/35		TAXI FLOW		
	D.R. HINDES (NW)					
	TRAVERSE CITY (TVC)	GROOVE RW 10/28	NEW	BETTER OPERATING PERFORMANCE	FEB 1989	AIP
	TVC					
	CAPITAL CITY (LAN)	RVR ON RW 10R (FUNDED)	NEW	LOWER MINIMUMS	JUL 1987	F & E
	LAN					
	J.J. BARNACK	DME ON LOC ON RW 10R	NEW	APPROACH AID		F & E
		DME ON LOC ON RW 28L	NEW	APPROACH AID		F & E
	TRI-CITY (MBS)	RVR ON RW 23 (FUNDED)	NEW	LOWER MINIMUMS	JUL 1987	F & E
	MBS					
	V. STATON (UA)					
MN	DULUTH INTERNATIONAL (DLH)	HOLD PAD AT RW 9 - MINIMUM CAPACITY	NEW	CAPACITY BENEFIT-BETTER MOVEMENT	JUL 1987	AIP
	DLH	OF TWO LARGE AIRCRAFT		OF DEPARTING AIRCRAFT		
	D.R. HINDES (NW)					
		CLL ON RW 9/27	NEW			AIP
	MINNEAPOLIS-ST PAUL INT'L (MSP)	ASDE (FUNDED)	NEW	CAPACITY ENHANCEMENT	JUL 1987	F & E
	MSP					
	J. THORNE (NW)	CLL ON RW 11L/29R	NEW	LOWER MINIMUMS		AIP

		RVR (ROLLOUT) ON RW 11L	NEW	LOWER MINIMUMS		F & E
		RVR (TOUCHDOWN) ON RW 11L	NEW	LOWER MINIMUMS		F & E
		EXTEND RW 4 END 2750' TO SE	NEW	INCREASE CAPACITY & PROVIDE SECONDARY LONG HAUL DEPARTURE RW		AIP
		EXAMINE RECONSTRUCTING ALL RW EXIT FILLETS				AIP
		CLL ON RW 4/22	NEW			AIP
		RVR (MIDPOINT) ON RW 4	NEW			F & E
		RVR (TOUCHDOWN) ON RW 29R	NEW	REDUCE DEPARTURE MINIMUMS		F & E
		CAT II/III ILS ON RW 29L	NEW			F & E
		ALSF-2 ON RW 29L	NEW			F & E
	ROCHESTER MUNICIPAL (RST) RST D. DeBORD (MW)	DME ON LOC ON RW 13	NEW	APPROACH AID	JUL 1987	F & E
		RVR ON RW 13	NEW	LOWER OPERATING MINIMUMS		F & E
		DME ON LOC ON RW 31	NEW	APPROACH AID		F & E

MO	KANSAS CITY INT'L (MCI)	EXPAND AIR CARRIER APRONS WHERE NEEDED	NEW	EASE RAMP CONGESTION	JUL 1987	AIP
	MCI	TO ACCOMMODATE WIDE BODY PARKING &				
	S. PFLUEGER (UA)	TAXIING ALONG APRON EDGE (FUNDED)				
		RVR ON RW 27	NEW			F & E
		CAT II/III ILS ON RW 1	NEW	LOWER MINIMUMS & BEST WIND COVERAGE		F & E
		ALSF-2 (CAT II/III) ON RW 1	NEW	LOWER MINIMUMS & BEST WIND COVERAGE		F & E
		DME ON LOC ON RW 1	NEW	APPROACH AID		F & E
		DME ON LOC ON RW 19	NEW	APPROACH AID		F & E
		NEW PARALLEL RW 1/19 (FUNDED)	NEW	LOCATE NOT INTERSECTING RW 9/27		AIP
		CAT I ILS ON RW 1/19 (NEW)	NEW			F & E
	LAMBERT-ST. LOUIS INT'L (STL)	ASDE (FUNDED)	NEW	HIGH PRIORITY-INCREASED CAPACITY	JUL 1987	F & E
	STL					
	S. PFLUEGER (UA)					
		LDIN ON RW 12L	NEW	CURVED LIGHTING SYSTEM TO SUPPORT		F & E
				LDA/DME APPROACH - HIGH PRIORITY		

		CAT III ILS ON RW 12L	NEW	FOR BEST LOW WEATHER COVERAGE-HIGH PRIORITY	F & E
		ALSF-2 ON RW 12L	NEW		F & E
		DME ON LOC ON RW 30R	NEW	APPROACH AID	F & E
		NEW ANGLED EXITS OR CONSTRUCT FILLETS ON RW 30R	NEW	RELIEVE RW CONGESTION	AIP
		HOLD PADS BOTH ENDS OF TW P	NEW	INCREASED CAPACITY	AIP
		NEW DUAL PARALLEL TW AT APPROACH END OF RW 30L (FUNDED)	NEW	RELIEVE RAMP CONGESTION - HIGH PRIORITY	AIP
		DME ON LOC ON RW 30L	NEW	APPROACH AID	F & E
		DME ON LOC ON RW 12L	NEW	APPROACH AID	F & E
		HOLD PADS BOTH ENDS OF TW A	NEW	INCREASED CAPACITY	AIP
		CLL ON RW 6/24	NEW	LOWER MINIMUMS	AIP
		VASI-6 ON RW 6	NEW	HI PRIORITY FOR WIDE BODY AIRCRAFT	F & E

		EXTEND RW 6/24 NE/SW TO AIRPORT BOUNDARY	NEW	ESTABLISH NEW THRESHOLDS, ALLOWING SIMULTANEOUS ARRIVAL OPS ON RW'S 6/24 AND 12R/30L		AIP
MT	BILLINGS (BIL) BIL	CAT I ILS ON RW 27R	NEW			F & E
		MALSR ON RW 27R	NEW			F & E
		RVR ON RW 27R	NEW			F & E
	BOZEMAN (BZN) BZN	CAT I ILS ON RW 30	NEW		DEC 1988	F & E
		MALSR ON RW 30	NEW			F & E
		HIRL ON RW 12/30	NEW			AIP
		RVR ON RW 12	NEW			F & E
		CONTROL TOWER	NEW			F & E
		ASR	NEW			F & E
	BUTTE (BTM) BTM	MALSR ON RW 15	NEW		DEC 1988	F & E
		HIRL ON RW 15/33	NEW			AIP

		RVR ON RW 15	NEW			F & E
		CONTROL TOWER	NEW			F & E
		ASR	NEW			F & E
	HELENA (HLN) HLN	RVR ON RW 27 (FUNDED)	NEW		DEC 1988	F & E
		ASR	NEW			F & E
	GREAT FALLS (GTF) GTF	RVR ON RW 3	NEW		DEC 1988	F & E
	KALISPELL-GLACIER NAT'L PARK (FCA) FCA	RVR ON RW 1	NEW		DEC 1988	F & E
		CONTROL TOWER	NEW			F & E
		ASR	NEW			F & E
	MISSOULA (MSO) MSO	RVR ON RW 11 (FUNDED)	NEW		DEC 1988	F & E
		ASR	NEW	FAA PLANS TO ESTABLISH 6/91		F & E
ND	BISMARK MUNICIPAL (BIS) BIS	RVR ON RW 31 (FUNDED)	NEW	LOWER OPERATING MINIMUMS	JUL 1987	F & E

	HECTOR INT'L (FAR)	DME ON LOC ON RW 17	NEW	APPROACH AID	JUL 1987	F & E
	FAR					
	D. DeBORD (NW)	DME ON LOC ON RW 35	NEW	APPROACH AID		F & E
	ANDREWS INT'L (GFK)	RVR ON RW 35L (FUNDED)	NEW	LOWER OPERATING MINIMUMS	JUL 1987	F & E
	GFK					
	D. DeBORD (NW)					
	MINOT INT'L (MOT)	REIL ON RW 13	NEW	APPROACH AID	JUL 1987	F & E
	MOT					
	D.R. HINDES (NW)	RVR ON RW 31	NEW	PRIORITY REQUEST		F & E
		REIL ON RW 8	NEW	PRIORITY REQUEST - APPROACH AID		F & E
		REIL ON RW 26	NEW	PRIORITY REQUEST - APPROACH AID		F & E
NE	LINCOLN MUNICIPAL (LNK)	RVR ON RW 17R	NEW	LOWER MINIMUMS	JUL 1987	F & E
	LNK					
	S.M. WIDERBORG					
	EPPLEY AIRFIELD (OMA)	MALSR ON RW 17	NEW	LOWER MINIMUMS	JUL 1987	F & E
	OMA					
	S.M. WIDERBORG	RVR ON RW 17	NEW	LOWER MINIMUMS		F & E

		DME ON RW 17	NEW	APPROACH AID		F & E
		ASDE	NEW	CAPACITY, EFFICIENCY & SAFETY BENEFIT TO ATCT		F & E
NM	ALBUQUERQUE INT'S (ABQ) ABQ R. MONTGOMERY (NM)	REIL ON RW 35	NEW	IDENTIFY ACTUAL RW END IN ABSENCE OF APPROACH LIGHTS	JUN 1989	F & E
		EXTEND TW 3/21 TO SW AND RELOCATE RW 21 THRESHOLD SOUTH OF TW 8/26 (FUNDED)	REPLACE	GA OPS WILL NOT AFFECT OPS ON RW 8/26. CONSTR START EST 7/89		AIP
OH	AKRON-CANTON REGIONAL (CAK) CAK	DME ON LOC ON RW 1	NEW	APPROACH AID	JUL 1987	F & E
	S. PANOS	EXTEND RW 5/23 TO 8-9000'	NEW	FACILITATE LONG HAUL OPERATIONS		AIP
		CLL ON RW 5/23	NEW	LOWER MINIMUMS		AIP
		TDZ LIGHTS ON RW 5	NEW	LOWER MINIMUMS		AIP
		CAT II ILS ON RW 5	NEW	LOWER MINIMUMS		F & E
		ALSF-2 (CAT II) ON RW 5	NEW	LOWER MINIMUMS		F & E

	RVR (TOUCHDOWN) ON RW 5	NEW	LOWER MINIMUMS		F & E
	RVR (ROLLOUT) ON RW 5 (FUNDED)	NEW	LOWER MINIMUMS		F & E
CLEVELAND - HOPKINS INT'L (CLE)	VASI-6 ON RW 5L	NEW	WIDE BODY AIRCRAFT APPROACH AID	JUL 1987	F & E
CLE					
J. SORENSEN (UA)					
	REIL ON RW 5L	NEW	APPROACH AID		F & E
	VASI-6 ON RW 23R	NEW	APPROACH AID		F & E
	REIL ON RW 23R	NEW	APPROACH AID		F & E
	DME ON LOC ON RW 5R	NEW	APPROACH AID		F & E
	CAT I ILS ON RW 10L	NEW	CAPACITY BENEFIT		F & E
PORT COLUMBUS INT'L (CMH)	DME ON LOC ON RW 10R	NEW	APPROACH AID	JUL 1987	F & E
CMH					
N. HELANDER (UA)	CLL ON RW 10R/28L	NEW	LOWER ARRIVAL/DEPARTURE MINIMUMS		AIP
	TDZ LIGHTS ON RW 28L	NEW	LOWER ARRIVAL/DEPARTURE MINIMUMS		AIP

		CAT II ILS ON RW 28L	NEW	LOWER ARRIVAL/DEPARTURE MINIMUMS		F & E
		ALSF-2 (CAT II) ON RW 28L	NEW	LOWER ARRIVAL/DEPARTURE MINIMUMS		F & E
		RVR (ROLLOUT) ON RW 28L	NEW			F & E
		DME ON LOC ON RW 28L	NEW	APPROACH AID		F & E
		RW EXTENSION	NEW	CAPACITY BENEFIT		AIP
	JAMES M. COX - DAYTON INT'L (DAY)	CAT I ILS ON RW 6R	NEW	CAPACITY BENEFIT-PRIORITY FOR 89	JUL 1987	F & E
	DAY					
	H.C. HAYES (DL)					
		DME ON LOC ON RW 6L	NEW	APPROACH AID		F & E
		DME ON LOC ON RW 24R	NEW	APPROACH AID		F & E
		DME ON LOC ON RW 18	NEW	APPROACH AID		F & E
		RVR ON RW 18	NEW	LOWER OPERATING MINIMUMS		F & E
		DME ON LOC ON RW 24L	NEW	APPROACH AID		F & E
		RVR ON RW 24L	NEW	LOWER OPERATING MINIMUMS		F & E

	TOLEDO EXPRESS (TOL)	CLL ON RW 7/25	NEW	LOWER OPERATING MINIMUMS	JUL 1987	AIP
	TOL					
	J. SORENSEN (UA)	TDZ LIGHTS ON RW 7	NEW	LOWER OPERATING MINIMUMS		AIP
		CAT II ILS ON RW 7	NEW			F & E
		ALSF-2 (CAT II) ON RW 7	NEW			F & E
		RVR ON RW 7		CONVERT THRESHOLD TO 250' BASELINE		F & E
				LOWER OPERATING MINIMUMS		
		RVR (ROLLOUT) ON RW 7	NEW	LOWER OPERATING MINIMUMS		F & E
		DME ON LOC ON RW 7	NEW	APPROACH AID		F & E
		DME ON LOC ON RW 25	NEW	APPROACH AID		F & E
		RVR ON RW 25	NEW	LOWER OPERATING MINIMUMS		F & E
OK	WILL ROGERS WORLD (OKC)	TW CL LIGHTS FROM RW 17L/35R TO	NEW	REQD FOR OPS AT LESS THAN 600' RVR	JUN 1989	AIP
	OKC	TERMINAL RAMP				
	T. THOMPSON (AA)					
		RVR -FUNDED- (TOUCHDOWN) ON RW 35R	REPLACE	CAT IIIb LANDING MINIMA - EXIST RVR		F & E
		CAPABLE OF MINIMA OF 300' OR LESS		INDICATES ONLY TO 1200'-UNSCHEDULED		
		(FUNDED)		PROJECT, NO DATE		

	RVR -FUNDED- (MIDPOINT) ON RW 35R CAPABLE OF MINIMA OF 300' OR LESS (FUNDED)	REPLACE	CAT IIIb LANDING MINIMA - EXIST RVR INDICATES ONLY TO 1200'-UNSCHEDULED PROJECT, NO DATE		F & E
	RVR -FUNDED- (ROLLOUT) ON RW 35R CAPABLE OF MINIMA OF 300' OR LESS (FUNDED)	REPLACE	CAT IIIb LANDING MINIMA - EXIST RVR INDICATES ONLY TO 1200'-UNSCHEDULED PROJECT, NO DATE		F & E
	CAT IIIb ILS UPGRADE ON RW 35R	REPLACE	NEW ILS (WILCOX EQUIP) INSTALLED 11/88 BUT WILL NOT SATISFY THE CAT IIIb REQUIREMENT		F & E
	CLL ON RW 17R/35L	NEW	WITH RVR WILL REDUCE TAKEOFF MINIMA TO 600', PERMITTING THE USE OF RW 17R/35L FOR TAKEOFF IN CAT III CONDITIONS. CURRENTLY LESS THAN 1/4 MILE WEATHER, SINGLE RW USE IS NECESSARY, LIMITING CAPACITY		AIP
	RVR ON RW 17R (FUNDED)	NEW	REDUCE MINIMA - UNSCHEDULED PROJECT		F & E
	RVR ON RW 35L	NEW	REDUCE MINIMA		F & E
TULSA INTERNATIONAL (TUL) TUL T. THOMPSON (AA)	RVR (TOUCHDOWN) -FUNDED- ON RW 35R CAPABLE OF MINIMA AS LOW AS 300'	REPLACE	TO LOWER CAT IIIb LANDING MINIMA UNSCHEDULED PROJECT - NO DATE	JUN 1989	F & E

		RVR (MIDPOINT) -FUNDED- ON RW 35R CAPABLE OF MINIMA AS LOW AS 300'	REPLACE	TO LOWER CAT IIIb LANDING MINIMA UNSCHEDULED PROJECT - NO DATE		F & E
		RVR (ROLLOUT) -FUNDED- ON RW 35R CAPABLE OF MINIMA AS LOW AS 300'	REPLACE	TO LOWER CAT IIIb LANDING MINIMA UNSCHEDULED PROJECT - NO DATE		F & E
		DMEL ON RW 35R	NEW	IMPROVE ILS PROCEDURE - SPECIAL JUSTIFICATION SUBMITTED IAW FAA-78-7		F & E
		TW ACCESS TO END OF RW 26 ON SO. SIDE	NEW	REDUCE DELAYS DURING SINGLE RW OPERATIONS		AIP
		REIL ON RW 8	NEW	IDENTIFY ACTUAL RW END IN ABSENCE OF APPROACH LIGHTS		F & E
		LAND AQUISITION FOR NEW N/S PARALLEL RW ON EAST SIDE OF AIRFIELD	NEW	TO ENSURE LAND AVAILABILITY FOR ADDITIONAL RW CONSTRUCTION WHEN AIRPORT DEMAND APPROACHES EXISTING MAXIMUM CAPACITY		AIP
OR	MEDFORD (MFR) MFR	ASR	NEW		APR 1989	F & E
	PORTLAND (PDX) PDX	RVR ON RW 10R (FUNDED)	REPLACE	UPGRADE TO CAT IIIb	APR 1989	F & E

		CAT I ILS ON RW 28L	NEW			F & E
		CAT I ILS ON RW 10L (FUNDED)	NEW			F & E
		RVR ON RW 10L (FUNDED)	NEW			F & E
		CLL ON RW 10L/28R	NEW			AIP
		TDZ LIGHTS ON RW RW 28R	NEW			AIP
		WIDEN FILLETS AT TW N2 & N3	NEW			AIP
		HOLD PADS AND BYPASS CAPABILITY ON RW 28R	NEW			AIP
		HOLD PADS AND BYPASS CAPABILITY ON RW 10R	NEW			AIP
SD	RAPID CITY REGIONAL (RAP) RAP	RVR ON RW 32 (FUNDED)	NEW	LOWER OPERATING MINIMUMS	JUL 1987	F & E
	J.F. O'DRAIN (CO)	LIGHTED WINDSOCKS ON RW 14/32 IN TOUCHDOWN AREA	NEW	APPROACH AID		F & E
		BRITE TUBE (FUNDED)	NEW	SAFETY/EFFICIENCY FOR ATCT		F & E

	JOE FOSS FIELD (FSD) FSD S. PFLUEGER (UA)	DME ON LOC ON RW 3	NEW	APPROACH AID	JUL 1987	F & E
		DME ON LOC ON RW 21	NEW	APPROACH AID		F & E
TX	AMARILLO INTERNATIONAL (AMA) AMA R. MONTGOMERY (WN)	FRANGIBLE ALS STRUCTURES ON RW 4	REPLACE	FY 90 BUDGET REQUEST	JUN 1989	F & E
		LLWAS	NEW	PROVIDE WINDSHEAR DETECTION NO NEW SYSTEMS AVAILABLE		F & E
		ANGLES EXITS FROM RW 4/22	NEW	MINIMIZE RW OCCUPANCY TIME		AIP
	ROBERT MUELLER MUNICIPAL (AUS) OLD AUS R. MONTGOMERY (WN)	TERMINAL RAMP EXPANSION - EAST SIDE (FUNDED)	NEW	PROVIDE TAXILANE BEHIND PUSH BACKS EAST SIDE OF TERMINAL-EST COMP 2/90	JUN 1989	AIP
	ROBERT MUELLER FIELD (AUS) NEW AUS R. MONTGOMERY (WN)	SIMULTANEOUS PARALLEL ILS APPROACH CAPABILITY IN NORTH FLOW WITH ONE SYSTEM CAPABLE OF MINIMA AS LOW AS 300' RVR, REMAINING SYSTEM CAPABLE OF AT LEAST 1800' RVR	NEW		JUN 1989	F & E
		ALSF-2 (CAT IIIb)	NEW	REQD FOR CAT IIIb CAPABILITY		F & E
		CLL (CAT IIIb)	NEW	REQD FOR CAT IIIb CAPABILITY		F & E

TDZ LIGHTS (CAT IIIb)	NEW	REQD FOR CAT IIIb CAPABILITY	F & E
RVR (TOUCHDOWN) CAPABLE OF MINIMA AS LOW AS 300' (CAT IIIb)	NEW	REQD FOR CAT IIIb CAPABILITY	F & E
RVR (MIDPOINT) CAPABLE OF MINIMA AS LOW AS 300' (CAT IIIb)	NEW	REQD FOR CAT IIIb CAPABILITY	F & E
RVR (ROLLOUT) CAPABLE OF MINIMA AS LOW AS 300' (CAT IIIb)	NEW	REQD FOR CAT IIIb CAPABILITY	F & E
DMEL (CAT IIIb)	NEW	IMPROVE ILS PROCEDURE	F & E
MALSR (CAT I)	NEW	REDUCE MINIMA	F & E
CLL (CAT I)	NEW	REQD FOR RVR 1800 CAT I CAPABILITY	F & E
TDZ LIGHTS (CAT I)	NEW	REQD FOR RVR 1800 CAT I CAPABILITY	F & E
RVR (TOUCHDOWN) CAPABLE OF MINIMA AS LOW AS 300' (CAT I)	NEW	REDUCE MINIMA	F & E
RVR (MIDPOINT) CAPABLE OF MINIMA AS LOW AS 300' (CAT I)	NEW	REDUCE MINIMA	F & E

		RVR (ROLLOUT) CAPABLE OF MINIMA AS LOW AS 300' (CAT I)	NEW	REDUCE MINIMA		F & E
		DMEL (CAT I)	NEW	IMPROVE ILS PROCEDURE		F & E
		SIMULTANEOUS PARALLEL ILS APPROACH CAPABILITY IN SOUTH FLOW CONDITIONS TO CAT I MINIMA (1800 RVR)	NEW	MAINTAIN IFR CAPABILITIES WHEN WIND REQUIRES USE OF RW OTHER THAN THAT SERVED BY CAT II/III SYSTEMS		F & E
		CAT I ILS (2 SYSTEMS)	NEW	SIMULTANEOUS PARALLEL ILS APPROACH CAPABILITY FROM DIRECTION OPPOSITE CAT III CAPABILITIES, TO CAT I MINIMA. WILL MAINTAIN IFR CAPABILITIES WHEN WIND REQUIRES USE OF RW OTHER THAN THAT SERVED BY CAT III/I SYSTEMS		F & E
		MALSR (2 SYSTEMS)	NEW	REDUCE MINIMA		F & E
		TDZ LIGHTS (2 SYSTEMS)	NEW	ALLOW 1800' RVR		AIP
		ADEQUATE AREAS FOR SEQUENCING DEPARTURES	NEW	FOR EFFICIENT AIRCRAFT HANDLING		AIP

		RW LENGTHS AT LEAST 9000' FOR PARALLEL ILS RW'S. THIRD PARALLEL 7500'. CROSSWIND RW FOR GA USE.	NEW	CROSSWIND CONFIGURED TO MINIMIZE IMPACT ON OTHER RW'S, AT LEAST 5,000' IN LENGTH		AIP
		ASDE	NEW	SAFER GROUND OPS IN LOW VISIBILITY CONDITIONS (CAT III)		F & E
		ARSA (AIRPORT RADAR SERVICE AREA)	NEW	PROVIDE SAME LEVEL OF SERVICE AND SAFETY AS EXISTS AT PRESENT AIRPORT		AIP
		VASI/PAPI ON ALL RWS(4 RWS=8 SYSTEMS)	NEW	PROVIDE VISUAL GLIDE PATH REFERENCE		F & E
		CLL ON CLOSE PARALLEL RW'S WHICH COULD BE USED FOR DEPARTURES IN CAT III CONDITIONS	NEW	INCREASED OPERATIONAL CAPABILITIES IN LOW VISIBILITY CONDITIONS		F & E
		AIRCRAFT HOLDING AREAS (OFF-GATE)	NEW	OVERNIGHT & DIVERSION PARKING AND TEMPORARY HOLDING FOR GATES		AIP
		VOR-DME (ON AIRPORT)	NEW	SUPPORT STD ARSA CONFIGURATION, DEPARTURE/ARRIVAL PROCEDURES AND NON-PRECISION APPROACHES TO RW'S NOT EQUIPPED WITH ILS		F & E
		ANGLED TW EXITS FOR BOTH LANDING DIRECTIONS ON EACH PARALLEL RW	NEW	OPTIMIZE AIRPORT CAPACITY		AIP

	DESIGN TW WIDTH & FILLET RADII FOR WIDE-BODY JETS	NEW	OPTIMIZE AIRPORT CAPACITY		AIP
	DUAL PARALLEL TW'S FOR EACH MAIN PARALLEL RW, WITH RUNUP AREAS/BYPASS TW'S TO PROVIDE ROOM FOR SEQUENCING DEPARTURES	NEW	OPTIMIZE AIRPORT CAPACITY		AIP
	PARALLEL TW FOR DIAGONAL AND THIRD PARALLEL RW	NEW	OPTIMIZE AIRPORT CAPACITY		AIP
	PARALLEL E/W TW'S CONNECTING PARALLEL RW'S AND TERMINAL RAMP	NEW	OPTIMIZE AIRPORT CAPACITY		AIP
	TW CL LIGHTING AS REQD FOR CAT IIIb	NEW	ALLOW OPERATIONS AT LESS THAN 600' RVR		AIP
	LLWAS/TERMINAL DOPPLER RADAR	NEW	PROVIDE WINDSHEAR/MICROBURST DETECTION		F & E
CORPUS CHRISTI INT'L (CRP) CRP	HIRL ON RW 17/35	NEW	REQD FOR RVR	JUN 1989	AIP
R. MONTGOMERY (WN)	ODALS ON RW 17	NEW	IN FAA FY 89 BUDGET SUBMISSION		F & E

	FRANGIBLE STRUCTURES FOR REIL ON RW 17	REPLACE	PLANNED IMPROVEMENT IN FY 90 BUDGET SUBMISSION (NOT REQD IF ODALS INSTALLED)		F & E
	RVR ON RW 35	NEW	SITE TO ALSO SERVE RW 31, REDUCE MINIMA		F & E
	LLWAS	NEW	PROVIDE WINDSHEAR DETECTION NO EQUIPMENT AVAILABLE		F & E
	NEW TW C BETWEEN TW'S A AND B	NEW	REMOVE NON-AIRLINE TRAFFIC FROM TERMINAL RAMP - EST START 5/90		AIP
LOVE FIELD (DAL) DAL	FRANGIBLE ALS STRUCTURES ON RW 13L	REPLACE	PLANNED IMPROVEMENT-EST COMP 6/91	JUN 1989	F & E
R. MONTGOMERY (WM)	FRANGIBLE ALS STRUCTURES ON RW 31L	REPLACE	PLANNED IMPROVEMENT-EST COMP 9/91, POSSIBLY 9/90		F & E
	ANGLED EXIT FROM RW 13R APPROXIMATELY 5600' FROM DISPLACED THRESHOLD AT APPROACH END OF RW	NEW	DECREASE RW OCCUPANCY TIME, INCREASING EFFICIENCY		AIP
DALLAS-FORT WORTH INT'L (DFW) DFW	ASDE (FUNDED)	NEW	EST COMP 7/90	JUN 1989	F & E
A.J. ALLISON (AA)	RVR (TOUCHDOWN) ON RW 31R (FUNDED)	NEW	APPROVED - NO EQUIP AVAIL		F & E

		RVR (ROLLOUT) ON RW 31R (FUNDED)	NEW	APPROVED - NO EQUIP AVAIL		F & E
		CAT I ILS ON RW 35L (FUNDED)	NEW	EST MID 1989 FOR EQUIP PROCUREMENT NO FUNDS AVAIL FOR ENG AND INSTALLATION		F & E
		MALSR ON RW 35L (FUNDED)	NEW			F & E
		CAT I ILS ON RW 36L (FUNDED)	NEW	EST MID 1989 FOR EQUIP PROCUREMENT NO FUNDS AVAIL FOR ENG AND INSTALLATION		F & E
		MALSR ON RW 36R (FUNDED)	NEW			F & E
		RVR -FUNDED- CAPABLE OF MINIMA OF 300' OR LESS ON RW 17L/35R	REPLACE	LOWER CAT IIIb MINIMA WILL AWAIT NEW GENERATION EQUIP		F & E
		RVR -FUNDED- CAPABLE OF MINIMA OF 300' OR LESS ON RW 18R/36L	REPLACE	LOWER CAT IIIb MINIMA WILL AWAIT NEW GENERATION EQUIP		F & E
		ON-AIRPORT AIRCRAFT HOLDING AREAS (FUNDED)	NEW	CONSTRUCTION OF AREA ON SE SIDE OF AIRPORT FUNDED IN 85. EST START CONSTRUCTION IN 1989		AIP

		ADDITIONAL NAVAIDS TO PROVIDE DUAL ARRIVAL GATES IN ACCORDANCE WITH DFW METROPLEX AIR TRAFFIC SYSTEM PLAN	NEW	REQD TO UTILIZE AIRPORT CAPACITY		F & E
		EXTEND TW B TO TW 56 (15)-RW 13R/31L	NEW	IMPROVED ACCESS TO/FROM RW 13R/31L UNDER CONSTRUCTION - ESTIMATE COMPLETION 2/91		AIP
		NEW TW C BETWEEN TW'S 19 AND B, AND TW'S 23 AND 27 BETWEEN TW C AND E	NEW	ADDITIONAL RW 18R/36L CROSSING POINTS AND ACCESS TO NW CARGO AREA TO/FROM RW 13R/31L - UNDER CONSTRUCTION - EST COMPLETION 2/91		AIP
		NEW RW 16L/34R AND ASSOCIATED TW'S	NEW	INCREASE AIRPORT CAPACITY		AIP
		CAT I ILS ON RW 16L (FUNDED)	NEW	PRECISION APPROACH PLUS INDEPENDENT APPROACH CAPABILITY IF EVALUATIONS OF 3 AND 4 SIMULTANEOUS APPROACHES PROVIDE POSITIVE RESULTS		F & E
		CAT I ILS ON RW 34R (FUNDED)	NEW	PRECISION APPROACH PLUS INDEPENDENT APPROACH CAPABILITY IF EVALUATIONS OF 3 AND 4 SIMULTANEOUS APPROACHES PROVIDE POSITIVE RESULTS		F & E
		CLL ON RW 16L/34R	NEW	REDUCE MINIMA		AIP

		TDZ LIGHTS ON RW 16L	NEW	REDUCE MINIMA		AIP
		TDZ LIGHTS ON RW 34R	NEW	REDUCE MINIMA		AIP
		MALSR ON RW 16L	NEW	REDUCE MINIMA		F & E
		MALSR ON RW 34R	NEW	REDUCE MINIMA		F & E
		RVR (TOUCHDOWN) ON RW 16L	NEW	REDUCE MINIMA		F & E
		RVR (TOUCHDOWN) ON RW 34R	NEW	REDUCE MINIMA		F & E
		NEW RW 16R/34L & ASSOCIATED TW SYSTEM	NEW	INCREASE AIRPORT CAPACITY		AIP
		CAT I ILS ON RW 16R (FUNDED)	NEW	PRECISION APPROACH PLUS INDEPENDENT APPROACH CAPABILITY IF EVALUATIONS OF 3 AND 4 SIMULTANEOUS APPROACHES PROVIDE POSITIVE RESULTS		F & E
		CAT I ILS ON RW 34L (FUNDED)	NEW	PRECISION APPROACH PLUS INDEPENDENT APPROACH CAPABILITY IF EVALUATIONS OF 3 AND 4 SIMULTANEOUS APPROACHES PROVIDE POSITIVE RESULTS		F & E
		CLL ON RW 16R/34L	NEW	REDUCE MINIMA		AIP

	TDZ LIGHTS ON RW 16R	NEW	REDUCE MINIMA		AIP
	TDZ LIGHTS ON RW 34L	NEW	REDUCE MINIMA		AIP
	MALSR ON RW 16R	NEW	REDUCE MINIMA		F & E
	MALSR ON RW 34L	NEW	REDUCE MINIMA		F & E
	RVR (TOUCHDOWN) ON RW 16R/34L	NEW	REDUCE MINIMA		F & E
	RVR (MIDPOINT) ON RW 16R/34L	NEW	REDUCE MINIMA		F & E
	RVR (ROLLOUT) ON RW 16R/34L	NEW	REDUCE MINIMA		F & E
	NEW TW'S 3S (SOUTH) ON RW'S 17L & 18R	NEW	INCREASE RW EXIT CAPABILITY		AIP
			RW 18R TW 3S EST COMPL 10/90		
			RW 17L TW 3S EST COMPL 7/91		
	NEW TW 61 BETWEEN RW 13L/31R AND EAST	NEW	ALLEVIATE CONGESTION ENTERING/		AIP
	CARGO RAMP		EXITING CARGO RAMP		
EL PASO INT'L (ELP)	RVR ON RW 4	NEW	ENHANCE DEPARTURE CAPABILITY AND	JUN 1989	F & E
ELP			EFFICIENCY		
R. MONTGOMERY (WN)					
	REIL ON RW 4	NEW	REQD TO IDENTIFY RW END IN HIGH		F & E
			LIGHT AREA - FY 90 BUDGET REQUEST		

	RVR ON RW 22 (FUNDED)	REPLACE	UPGRADE RVV TO RVR - APPROVED PROJECT - NO EQUIP AVAIL		F & E
	FRANGIBLE ALS STRUCTURES ON RW 22	REPLACE	ALS STRUCTURES ARE NON-FRANGIBLE BEYOND 1000' FROM RW END - INCLUDE IN CONVERSION TO MALSR-NO DATE EQUIP TO BE AVAIL 1/90		F & E
	AIRPORT MASTER PLAN STUDY (FUNDED)	NEW	UNDERWAY - FUNDED IN 87		AIP
RIO GRANDE VALLEY INT'L (HRL) HRL R. MONTGOMERY (WN)	RVR ON RW 17R (FUNDED)	NEW	UNSCHEDULED-AWAITING EQUIPMENT AVAILABILITY	JUN 1989	F & E
	FRANGIBLE ALS STRUCTURES ON RW 17R	REPLACE	NON-FRANGIBLE BEYOND 400' FROM RW END - FY 90 BUDGET REQUEST		F & E
	CAT I ILS ON RW 31	NEW	PRECISION APPR CAPABILITY REQD TO SUPPORT IFR OPS IN NORTHERLY WIND CONDITIONS AND NOISE ABATEMENT		F & E
	MALSR ON RW 31	NEW	REDUCE MINIMA		F & E
	RVR ON RW 31	NEW	REDUCE MINIMA		F & E

	VASI ON RW 31	NEW	PROVIDE VISUAL GLIDE PATH GUIDANCE		F & E
	REIL ON RW 31	NEW	IDENTIFY ACTUAL RW END IN ABSENCE OF APPROACH LIGHTS-INTERIM MEASURE PRIOR TO MALSR INSTALLATION		F & E
	GROOVE RW 13/31	NEW	IMPROVED TRACTION ON WET RW'S		AIP
	LLWAS	NEW	PROVIDE WINDSHEAR DETECTION NO EQUIPMENT AVAILABLE		F & E
	REIL ON RW 35L	NEW	ENHANCE RW IDENTIFICATION		F & E
ELLINGTON (EFD) EFD	200' - 1/2 (RVR 2400) CAPABILITIES ON RW 17R/35L	NEW	IMPROVE IFR CAPABILITIES & SCHEDULE INTEGRITY	JUN 1989	F & E
	REIL ON RW 4	NEW	IDENTIFY ACTUAL RW END IN ABSENCE OF APPROACH LIGHTS		F & E
	CAT I ILS ON RW 22 (FUNDED)	NEW	IMPROVE IFR CAPABILITY FUNDED BY FY 90 AIP		F & E
	MALSR ON RW 22 (FUNDED)	NEW	REDUCE MINIMA FUNDED BY FY 90 AIP		F & E
	GROOVE RW 17R/35L	NEW	IMPROVED TRACTION ON WET RW'S		AIP

	GROOVE RW 4/22	NEW	IMPROVED TRACTION ON WET RW'S		AIP
WILLIAM P. HOBBY (HOU) HOU	RVR ON RW 12R	NEW	REDUCE MINIMA	JUN 1989	
R. MONTGOMERY (WN)	RVR ON RW 30L	NEW	REDUCED MINIMA		F & E
	REMOVE OBSTACLES AT APPROACH END OF RW 12R/30L		IMPROVE SAFETY, REDUCE APPROACH MINIMA AND ELIMINATE DISPLACED LANDING THRESHOLD ON RW 30L		AIP
	MALSR ON RW 30L	NEW	REDUCE MINIMA		F & E
	ASDE	NEW	MONITOR FOR RW INCURSIONS IN FY 89 BUDGET SUBMISSION		F & E
	CAT II ILS ON RW 4	REPLACE	IMPROVE AIRPORT IFR CAPABILITY		F & E
	ALSF-2 ON RW 4	REPLACE	REQD TO SUPPORT CAT II		F & E
	RVR (DUAL) ON RW 4	NEW	WITH CLL, ALLOW DEPARTURES AS LOW AS 600' RVR AND REQD FOR CAT II ILS		F & E
	WIDEN TW B - RW 4/22 FILLET	NEW	REDUCE RW OCCUPANCY TIME		AIP

	MASTER PLAN UPDATE (MOVEMENT AREA) (FUNDED)		IMPROVE SAFETY & EFFICIENCY OF AIRPORT-IN PROGRESS, EST COMPL 9/89		AIP
HOUSTON INTERCONTINENTAL (IAH) IAH S.E. ASHMORE (CO)	ASDE (FUNDED)	NEW	HIGH PRIORITY ITEM NO RELIABLE DATE	JUN 1989	F & E
	CAT III ILS ON RW 27	REPLACE	IMPROVE IFR CAPABILITY EXIST ILS WILL NOT SUPPORT LESS THAN CAT II MINIMA		F & E
	RVR -FUNDED- ON RW 27 CAPABLE OF MINIMA OF 300' OR LESS	REPLACE	EXIST SYSTEM CAPABLE OF 600' MINIMA		F & E
	TW CL LIGHTS BETWEEN RW 9/27 AND TERMINAL	NEW	REQD FOR OPS AT LESS THAN 600' RVR CONDUIT AND CANS INSTALLED		AIP
SAN ANTONIO INT'L (SAT) SAT R. MONTGOMERY (WN)	RVR -FUNDED- ON RW 12R/30L CAPABLE OF MINIMA AS LOW AS 300'	REPLACE	ALLOW CAT IIIb OPS AT LESS THAN THE CURRENT 600' RVR	JUN 1989	F & E
	HOLDING APRON ON RW 12R	NEW	EFFICIENT DEPARTURE SEQUENCING		AIP
	RVR (ROLLOUT) ON RW 3	NEW	DUAL RVR WITH CLL WILL ALLOW FOR DEPARTURES AT 600' RVR - FY 90 BUDG		F & E
	RVR (TOUCHDOWN) ON RW 3 (FUNDED)	NEW	DUAL RVR WITH CLL WILL ALLOW FOR DEPARTURES AT 600' RVR - FY 90 BUDG		F & E

		CLL ON RW 3/21	NEW	IN RW 3/21 RECONSTRUCTION BUDGET		AIP
				FY 89/90		
		FRANGIBLE ALS STRUCTURES ON RW 3	REPLACE	IMPROVE SAFETY, FY 90 SUPPLEMENTAL		F & E
				REQUEST		
		DMEL ON RW 3	NEW	PROVIDE GREATER DEGREE OF PRECISION		F & E
				FOR RW 3 ILS - IAW FAA-ASP-78-7		
		MLS ON RW 21	NEW	ALLOW USABLE APPROACH CAPABILITY		F & E
				TO RW 21		
		MALSR ON RW 21	NEW	SUPPORT MLS		F & E
	LUBBOCK INT'L (LBB)	RVR ON RW 26 (FUNDED)	NEW	UNSCHEDULED PROJECT NOT YET ACTIVE	JUN 1989	F & E
	LBB			NO EQUIPMENT AVAILABLE		
	R. MONTGOMERY (WN)					
		DMEL ON RW 26	NEW	IMPROVE ILS PROCEDURE		F & E
	MILLER INTERNATIONAL (MFE)	HIRL ON RW 13/31	NEW	REQD FOR RVR	JUN 1989	AIP
	MFE					
	J.D. STEPHENS (CO)	RVR ON RW 13	NEW	REDUCE MINIMA		F & E
		FRANGIBLE ALS STRUCTURES ON RW 13	REPLACE	APPROVED PROJECT - NO DATE		F & E

		LLWAS	NEW	PROVIDE WINDSHEAR DETECTION		F & E
				NO EQUIPMENT AVAILABLE		
	MIDLAND INT'L (MAF)	EXTEND RW 10/28 TO 8600 FEET	NEW	PREAPPLICATION SENT TO FAA 4/88	JUN 1989	AIP
	MAF					
	S. THACKER (AA)	REIL ON RW 16R	NEW			F & E
UT	SALT LAKE CITY INT'L (SLC)	ASDE	NEW		DEC 1988	F & E
	SLC					
		DMEL ON RW 34L	NEW			F & E
		RVR ON RW 34R	NEW			F & E
		CAT III ILS UPGRADE ON RW 34L	NEW/REPL	UPGRADE TO CAT IIIb		F & E
		CAT III ILS UPGRADE ON RW 16R	NEW/REPL	UPGRADE TO CAT IIIb		F & E
		CAT I ILS ON RW 34R	NEW			F & E
		MALSR ON RW 34R	NEW			F & E
		ALSF-2 ON RW 16R	NEW	SUPPORT CAT IIIb		F & E

WA	SEATTLE-TACOMA SEA C. ARGUE (AS)	CAT I ILS ON RW 34L (FUNDED)	NEW	INCREASE CAPACITY IN OTHER THAN VFR CONDITIONS	FEB 1989	F & E
		MALSR ON RW 34L (FUNDED)	NEW			F & E
		CAT I ILS ON RW 16L (FUNDED)	NEW			F & E
		MALSR ON RW 16L	NEW			F & E
		RVR	NEW			F & E
		ASDE (FUNDED)	NEW			F & E
		IMPROVE/WIDEN A-1 FILLET	NEW			AIP
		BYPASS TW AT RW 16L	NEW			AIP
WI	OUTAGAMIE COUNTY (ATW) ATW	RVR ON RW 3 (FUNDED)	NEW	LOWER OPERATING MINIMUMS	JUL 1987	F & E
	D.R. HINDES (HW)	GROOVE RW 3/21	NEW	OPERATIONAL BENEFIT		AIP
	EAU CLAIRE (EAU) EAU	RVR ON RW 22	NEW	LOWER OPERATING MINIMUMS	JUL 1987	F & E
	D.R. HINDES (HW)	CONTROL TOWER	NEW	INCREASED SAFETY		F & E

AUSTIN STRAUBEL FIELD (GRB)	RVR ON RW 6R	NEW	CONVERT THRESHOLD TO 250' BASELINE	JUL 1987	F & E
GRB					
D.R. HINDES (NW)	RVR (ROLLOUT) ON RW 6R	NEW	LOWER OPERATING MINIMUMS		F & E
	RVR ON RW 36R	NEW	LOWER OPERATING MINIMUMS		F & E
LACROSSE MUNICIPAL (LSE)	RVR ON RW 18	NEW	LOWER OPERATING MINIMUMS	JUL 1987	F & E
LSE					
D.R. HINDES (NW)					
GENERAL MITCHELL FIELD (MKE)	DME ON LOC ON RW 1L	NEW	APPROACH AID	JUL 1987	F & E
MKE					
S. PFLUEGER (UA)					
	CAT III ILS ON RW 1L	NEW	CAPACITY BENEFIT		F & E
	ALSF-2 (CAT III) ON RW 01L	NEW	CAPACITY BENEFIT		F & E
	VASI-6 ON RW 25L	REPLACE	VASI-4 INSTALLED. VASI-6 ALLOWS		F & E
			WIDE BODY OPERATIONS		
	GS ON RW 25L	NEW			F & E

		ASDE	NEW	BENEFIT TO ATCT IN MOVING GROUND TRAFFIC		F & E
		DME ON LOC ON RW 25L (FUNDED)	NEW	APPROACH AID		F & E
	CENTRAL WISCONSIN (CWA)	RVR ON RW 8	NEW	LOWER OPERATING MINIMUMS	JUL 1987	F & E
	CWA					
	D.R. HINDES (NW)	CONTROL TOWER	NEW	SAFETY & EFFICIENCY BENEFIT		F & E
WY	JACKSON HOLE (JAC)	MALSR ON RW 18	NEW		DEC 1988	F & E
	JAC					
		RVR ON RW 18	NEW			F & E
		CONTROL TOWER	NEW			F & E
	CASPER (CPR)	RVR ON RW 3 (FUNDED)	NEW			F & E
	CPR					

ATTACHMENT F

RESEARCH, ENGINEERING AND DEVELOPMENT PROGRAM ENHANCEMENTS

ATA recommends that appropriations for FAA's R,E&D program be increased from the $190 million budget request to a level of $260 million. The following table outlines how that money should be apportioned.

1. Airport and ATC System Capacity Enhancement Projects

   $15 million

   - Completion of Precision Runway Monitors development work
   - Airspace procedures development, simulation and validation of advanced approach techniques (triple/quadruple/converging runways/complex approach paths)
   - Enroute ATC automation aids
   - Airspace procedures development simulation and validation of terminal area controller automation aids
   - Reducing operational impact of wake vortices
   - Development of Airport Surface Traffic Automation and improved visual control means for surface traffic

2. Aviation Security Research Programs

   $17 million

   - Explosives detection
   - Weapons detection
   - Airport security
   - Integration of security systems

3. Human Factors Research

   $5 million

   - Carry out research identified in the National Plan to Enhance Aviation Safety through Human Factors Improvements

4. Aircraft Technology

   $23 million

   - Continued airworthiness of aircraft in service beyond economic design life
   - Non-destructive inspection and testing techniques
   - Fire safety
   - Propulsion safety
   - Noise reduction
   - Fatigue/fracture mechanics
   - University/industry research grants
   - Environmental hazards (icing, electromagnetic effects)

5. Weather and Atmospheric Hazards

   $3 million

   - Severe hazard detection and avoidance (wind shear, wake vortices, downbursts)
   - Improved weather data/dissemination

6. **Environmental Issues**

$2 million

- Noise restrictions impact assessment
- Engine emissions
- Volatile organic compounds
- Painting/solvent systems

7. **Technology Systems**

$5 million

- Satellite applications (CNS systems)
- Expert systems applications

TOTAL R,E&D ENHANCEMENTS: $70 million

ATTACHMENT G

ATA LIST OF ADDITIONAL FAA OPERATIONS AND MAINTENANCE ACCOUNT EXPENDITURES OVER AND ABOVE FAA BUDGET REQUEST

QUANTITY	TYPE	COST (millions)
405	Air Traffic Controllers	$ 61
200	Maintenance Technicians	30
30	Instrument Approach Procedures Specialists	5
20	Engineering Specialists	5
--	Additional funds for "Flight Plan for Training" program	39
TOTAL		$ 140

AIR TRAFFIC CONTROL ASSOCIATION, INC.

STATEMENT OF SUZETTE MATTHEWS, GENERAL COUNSEL

Introduction

Mr. Chairman and Members of the Subcommittee, I am Suzette Matthews, General Counsel of the Air Traffic Control Association, Inc. ATCA is a professional association of thirty-five years standing which has as its goal advancement in the science and profession of air traffic control and aviation safety. Its membership represents all facets of the air traffic control discipline, from air traffic controllers, flight service specialists, and airways facilities maintenance technicians who operate the Nation's air traffic control system, to those who develop and produce the technology which operates the system, to the citizens, government agencies, and airlines who use the system.

ATCA appears before you today in support of the Department of Transportation's Fiscal 1991 Budget Request for the Federal Aviation Administration (FAA), and to urge you to ensure that FAA has adequate funding in order to meet tomorrow's air traffic control challenges, as well as today's pressing needs.

Funding for FAA Operations

The Administration is requesting $4.88 billion in FY 91 for FAA operations, a seven percent (7%) increase over FY 90. This amount will support four hundred ninety-five (495) additional air traffic controllers, four hundred (400) additional safety inspectors and support personnel, one hundred sixty-four (164) additional security personnel, and two hundred sixty (260) additional field maintenance technicians. ATCA supports these increases, both in funding and personnel, and urges Congress to appropriate the full amounts requested.

Adequate funding for qualified FAA personnel is especially critical today. Across the board, various FAA workforces are facing the formidable challenge of adapting to new and rapidly advancing technologies while simultaneously performing a critical safety mission. Today, FAA is midway through implementation of the National Airspace System Plan ("NAS Plan"), a comprehensive capital improvement program through which FAA is replacing aging, increasingly obsolescent ATC equipment with new, state-of-the-art technology and procedures. Not only must FAA's employees maintain safe ATC operations twenty-four hours per day throughout the Nation's increasingly congested and complex airspace, but they must at the same time learn the new skills and procedures applicable to new, advanced equipment. ATCA urges Congress to assure that FAA has the resources -- both people and dollars--to transition smoothly and successfully into this new operating environment, including adequate funds for training initiatives such as FAA's "Flight Plan for Training," and increased amounts for human resource programs.

In addition to sufficient numbers of qualified personnel, FAA needs additional flexibility to manage its resources efficiently. These resources especially include adequate funding for permanent change of station ("PCS") moves which are needed in order to assign FAA's most successful, best qualified staff to higher level, more complex facilities; they include funds for continuation and expansion of the incentive pay demonstration program, which is designed to attract qualified controllers, maintenance, and inspection personnel to hard-to-staff locations and facilities; and they include funding for other FAA personnel initiatives now underway such as increasing scientific/ technical slots, a new Management Intern program, and additional SES positions.

ATCA believes however, that pay and other incentives should be part of a comprehensive reform of FAA's personnel structure which would give the agency flexibility to set wages and salaries for positions at various facilities with regard to local cost-of-living and other factors which affect recruitment. ATCA is especially concerned that inflexibilities inherent in the existing federal compensation structure make it impossible for FAA to attract qualified scientists and engineers who are more highly paid in the private sector.

ATCA endorses draft legislation which would increase FAA's flexibility in this area, prepared by the Coalition of National Aviation Associations (of which ATCA is a member), and presented to the aviation subcommittees of both Houses of Congress in connection with hearings on "Independent FAA." ATCA also eagerly awaits the Administration's comprehensive legislative plan for modernizing and improving the entire federal personnel structure.

We are expecting spiraling demands upon our Nation's air transport system. FAA projects that between 1989 and the year 2001, operations at ATC towered airports will increase from 61.4 to 79.2 million, or 29%. During the same period, traffic handled by ATC centers is projected to increase from 36.6 million to 47.6 million, or 30%. Similarly, flight services rendered are forecast to increase from 45 million in 1989 to 47.3 million in 2001, an increase of 5%. [See, "FAA Aviation Forecasts, Fiscal Year 1990-2001," Report FAA-APO 90-1, March 1990, pp. 122-129.] Moreover, the Administration's increased emphasis upon illegal drug interdiction, and the necessity for stepped-up surveillance against the threat of international terrorism are imposing substantial additional demands upon FAA resources.

In short, if the Nation's air transportation system is to keep pace with the demands of tomorrow's economy, FAA must have the funding necessary to hire and train the people it needs to supply ATC and other services required by an expanding aviation marketplace. It is time to abandon the misguided notion that FAA "can do more with less," and to recognize that FAA cannot continue to provide the same high quality services in an expanding market with diminished resources.

Funding for FAA Facilities and Equipment

ATCA urges Congress to appropriate funding of $3 billion in Fiscal Year 1991 for FAA Facilities and Equipment. This amount is sufficient for NAS Plan projects underway, other needed capital improvements such as equipment for the New Denver Airport and DFW expansion, the Los Angeles Basin Consolidation and Interim Support Plan, and some additional needed improvements identified by users but not yet incorporated in FAA's capital improvement plans.

The Administration has requested only $2.5 billion for Facilities and Equipment in FY 91. ATCA submits that the requested amount falls far short of that needed to avoid delay in delivery of critical capital improvements. In keeping with the Nation's effort to reduce the Federal budget deficit, FAA has in recent years operated in an atmosphere of fiscal austerity. The agency has attempted to keep NAS Plan improvements on schedule despite funding shortfalls by taking some projects off full-funding 1/ reprogramming funds from technically immature projects to other projects more ready to proceed, and prioritizing program needs. Although this approach was successful during the early, largely developmental stages of the NAS Plan, funding flexibility has evaporated now that FAA has reached implementation on a majority (81%) of projects. Funding shortfalls FAA now experiences in its Facilities and Equipment account are translating directly into project delays.

1/ Today, virtually all NAS Plan work is not full-funded.

Moreover, although a significant portion of the NAS Plan work and funding already is behind us, by the end of FY 90 a substantial "bow wave" (approximately $3.0 billion) of deferred funding requirements will have accumulated which must be incorporated into NAS Plan appropriations in future years. This backlog of unfunded needs, added to substantial future NAS Plan funding requirements, is generating a future NAS Plan payment schedule which the Nation will be hard pressed to meet. And the near term future requirements will be considerable indeed. For example, even including the Administration's FY 91 request, less than $1.5 billion, or one third of the $4.4 billion projected cost of the Advanced Automation System will have been funded by the end of FY 91. Including the Administration's FY 91 request, only $357 million, or 45% of the projected $892 million cost of the Voice Switching and Control System ("VSCS") will have been funded by the end of FY 91. And as a final example, including the Administration's FY 91 request, only $213 million or 19% of the projected $1.113 billion cost of the Microwave Landing System ("MLS") will have been funded by the end of FY 91. We must take care to meet all current funding requirements as they come due; in an atmosphere of continuing deficit crisis, we cannot expect today's funding shortfalls be made up in future years.

Adequate funding for FAA capital improvements is becoming more and more critical as the existing infrastructure ages, and becomes less reliable and more difficult and expensive to repair. As noted in the Department of Transportation's National Transportation Policy, deferral of needed maintenance only increases the eventual cost of the repairs, and reduces the benefits associated with new and better systems. Moreover, during the next decade, our Nation's air transportation system will be characterized by rapidly increasing demand for airline and air traffic control services. New technologies and equipment bear the promise of additional air traffic capacity and efficiency, as well as greater reliability and increased safety. In order to maximize the benefits of this new technology and meet the needs of our Nation's expanding economy, FAA must have the financial resources needed now to field new systems as quickly as technology permits. 2/

Funding for Research, Engineering and Development.

The Air Traffic Control Association recommends that Congress appropriate at least $260 million in FY 91 for FAA Research, Engineering and Development. Although the amount recommended is one fourth greater than the Administration's $190 million request, both the need and the opportunity are very great. In today's environment of exponentially increasing demand and rapidly advancing technology, FAA's program of research, engineering and development is the key to meeting expanding public need for safe and efficient air traffic services.

The need for new and improved aviation technologies has never been greater. With air traffic rapidly outstripping the capabilities of today's air transportation system, we must continually develop and exploit innovative concepts and advanced

---

2/ ATCA observes that the budget justification for FAA lists a total requirement for terminal doppler weather radar of forty-seven (47) systems. It is ATCA's understanding that an option exists with the supplier for purchase of an additional fifty-five (55) systems, thereby assuring coverage for approximately 83% of the aviation activity in the U.S. In view of the disastrous contributions that severe weather, and in particular, the microburst or "windshear" plays in major aviation accidents (between 1975 and 1985, over 450 fatalities and 149 accidents have been directly attributed to wind shear), ATCA urges FAA to continue apace with purchase and installation of these additional systems.

technologies in order to meet tomorrow's aviation challenges. Moreover, with the need to develop and field improved security products and mechanisms to combat international terrorism, FAA's existing RE&D funds are being stretched to the absolute limit.

FAA must accelerate the development of RE&D products and establish a fast-track mechanism to implement them on a priority basis so that the agency will be in a position to meet near term NAS demands for improvements in safety, airport capacity, management of airport and human resources, airport security, and aircraft efficiency. In addition to near term projects, FAA must develop a long range view of the intended evolution of the NAS as a basis for RE&D and F&E planning. FAA should be able to demonstrate this view in a national simulation laboratory, as mandated in the Aviation Safety Research Act of 1988, Public Law 100-591, and now planned, in order to obtain agreement from NAS operators and users, and to encourage compatible development in aircraft, aircraft systems, and, where appropriate, airports.

Near term research projects should emphasize the development of procedures, technology, and automation such as: Aging aircraft inspection/airworthiness technology, emphasized detection and other security technologies, toxicology, and radar and automation technologies to reduce runway incursions and extend the use of multiple approach streams in instrument conditions, thereby enhancing airport capacity and reducing delays.

FAA also must be encouraged to provide the necessary procedures and resources to expedite the transition from RE&D to implementation. Current FAA Technical Center resources are consumed by implementation of the NAS Plan, and research activities are receiving lower priority. An appropriate mechanism needs to be developed and funded to provide a fast track to field testing and implementation of successful prototyped development products. FAA must continue apace with ongoing engineering and development of advanced technologies such as data link, advanced traffic management, Automated En Route Air Traffic Control Phase 3 ("AERA 3"), automatic dependent surveillance, terminal automation, and surface automation. Greater research emphasis also must be placed on human resource issues. While most of these research ideas will be integrated into the Advanced Automation System, some can provide near term system improvements before implementation of the AAS. For example, early implementation of data link operations with the enroute Host Computer and in the terminal environment to provide automated general message communication in ATIS (Automatic Terminal Information Service) format, and the development and implementation of automatic dependent surveillance, with extensions world-wide, must be pursured aggressively.

All of these ongoing R&D programs, many of which are mandated by the Aviation Safety Research Act of 1988 are necessary, and worthy of our dollars as well as our approval. However, judging by past problems in bringing research to fruition, FAA must be empowered with adequate and appropriate resources, human and financial, to meet the challenges facing aviation.

In research and development as in the case of operations, FAA cannot reasonably be expected to "do more with less." Therefore ATCA urges Congress to appropriate $260 million for FAA Research, Engineering and Development in FY 91.

Airport Improvement Program

ATCA recommends that the obligations limit for federal Grants-in-Aid for Airports be increased in FY 91 to $2 billion. This recommended amount is $500 million more than the Administration's request.

While progress is well underway to modernize and automate our Nation's air traffic control system to meet tomorrow's traffic demands, airport congestion promises to be tomorrow's capacity crisis. In his National Transportation Policy, DOT Secretary Skinner has pledged that the Department of Transportation will work with state, local and private interests to ensure that essential new capacity is provided in transportation systems of national significance to meet critical national needs. The National Council on Public Works Improvements has recommended that capital spending on the Nation's air transport infrastructure, including airports, be increased by 100% over current levels. A study conducted jointly by the Airport Operators Council International and the American Association of Airport Executives has identified $50 billion--$10 billion per year--of needed improvements to the Nation's airports. It is clear that the pace of improvement in our Nation's system of airports could, and should, be accelerated significantly.

As in the case of FAA Facilities and Equipment funding, we are falling farther and farther behind in financial support for our Nation's airport infrastructure. Since the most recent reauthorization of our national airports program in late 1987, appropriations for Grants-In-Aid for Airports have lagged cumulatively behind authorizations by nearly $1 billion. In order for the benefits of NAS Plan improvements to be realized fully, functional groundside capacity must keep pace with the growing capacity of our ATC system to accommodate more aircraft.

Airport and Airway Trust Fund

The Administration's 1991 Budget proposes changes to existing law which would substantially increase the taxes/fees paid by aviation users, and would increase the contribution that aviation user fees make to the costs of FAA operations. Although ATCA fully supports increased funding for FAA capital improvement programs and operations, ATCA suggests that a user fee increase in FY 91 is premature. Current projections indicate that under the existing tax structure, revenues will flow into the Trust Fund at a rate of over $4 to $7 billion per year.

With simultaneous spend-down of the existing balance, under current law Trust Fund dollars should suffice to meet FAA needs during the recommended five-year reauthorization period. Moreover, should a user fee increase be required in the future to support FAA programs, ATCA recommends that any such increases be predicated upon (1) spend down first of whatever surplus balance exists in the Airport and Airways Trust Fund, and (2) legislative reforms, such as those contained in S.1600, which assure that those increased taxes and fees will be applied in a timely fashion to the aviation infrastructure improvements for which they were intended.

With respect to budgetary reform, the Air Traffic Control Association in concert with the Coalition of National Aviation Associations supports legislation which would remove the Airport and Airways Trust Fund from the Unified Federal Budget. Moving the Aviation Trust Fund off budget would encourage spending on aviation programs by eliminating the incentive to permit the fund balance to mount up in order to artificially diminish the appearance of the federal deficit.

Year after year the backlog of needed aviation infrastructure improvements grows; year after year Administration budget requests for facilities and equipment are less than the amount needed, and then Congress appropriates even less; year after year the "bow wave" of unsatisfied funding requirements builds. Meanwhile, the uncommitted balance or "surplus" in the Airport and Airways Trust Fund mounts, approaching $7.6 billion by the end of FY 90. This situation is unfair to aviation users who pay aviation fees/taxes. It also is confusing and frustrating to the public which every day is becoming more conscious of the use and non-use of federal trust funds, impatient with the apparent snail's pace of needed aviation infrastructure improvements, and burdened to the breaking point with surcharges, user fees and other assessments.

Conclusion

More and more, the public is relying upon air transportation as its preferred method of long distance travel; more and more, Americans are concerned about safety and efficiency in air transport. While supporting the goal of Federal deficit reduction, ATCA urges the Congress to join with the Administration in making improvements to the air transport system a special National priority.

Thank you for the opportunity to present these views.

AIRCRAFT OWNERS AND PILOTS ASSOCIATION

STATEMENT OF JOHN L. BAKER, PRESIDENT

Mr. Chairman, my name is John Baker. I am President of the Aircraft Owners and Pilots Association.

AOPA represents the interests of 300,000 individual members who own and fly general aviation aircraft to fulfill their personal and business transportation needs. That is 60% of the active pilots in the United States. AOPA members own or lease 62% of the aircraft in the general aviation fleet.

We appreciate the opportunity to express our views concerning FAA's funding priorities. The consistent vigilance of this Subcommittee has been essential in the effort to keep FAA focused and accountable.

PRIORITIES

Safety, capacity, and utility are the priorities against which every penny of FAA's budget request must be measured. A constant theme in all of our testimony before Congress this year is prioritization. Given the tight fiscal constraints to which we must adhere, we must carefully prioritize if we are to make the tough choices necessary to impact America's air transportation system. There is no room for gold-plating or hobby projects. Federal spending on the air transportation system must be sharply focused.

Once again, the Administration is seeking a substantial increase in FAA funding. FAA has requested total funding of $8.278 billion -- which is 16% more than Congress appropriated for FY90, and 30% more than the FY89 appropriation.

There is considerable mischief in the Administration's request, however. The Administration continues to abdicate its responsibility to set realistic funding priorities for transportation as a whole, leaving it to this Committee and others in Congress to make the tough choices. For example, the Administration has continued the practice of failing to request funding for Amtrak. This sort of foolishness obviously impacts the funding levels which this Committee can establish for all modes of transportation within the budget allocation.

More important from the perspective of the aviation community is the substantial increase in aviation excise taxes which the Administration is advocating. A $13 billion balance has accumulated in the Aviation Trust Fund, more than $7 billion of which is unobligated surplus. How can the Bush Administration claim with a straight face that more taxes are needed, when we have not yet spent our available aviation tax dollars on much needed system capital improvements?

The Administration's answer to the surplus is to draw it down by spending it for FAA's operations and maintenance costs and forcing users to pay for 85% of the FAA's total budget. This is the same tired proposal offered again and again which utterly ignores the enormous public benefit of aviation.

It is time for the Administration to come to the table with proposals reflecting realistic priorities. It is time to ensure the integrity and appropriate allocation of the tax dollars willingly paid into the Trust Fund by AOPA members and thousands of other users to finance the capital needs of the air transportation system.

Transitioning to the future. AOPA contends that FAA's present course, which focuses on completion of the National Airspace System Plan regardless of how long it takes, does not represent the most prudent technological nor fiscal solution to modernizing our air traffic control and airways systems. FAA's course should be redirected.

Before proceeding with my testimony, it is essential that I first emphasize an important point. AOPA has been critical of the NAS Plan over the years, as well as FAA's management of the plan. We will continue to state our views candidly on this issue. But our criticisms should in no way be interpreted as reflecting on the good work this Committee has done to help ensure that our resources are properly utilized.

I repeat that it has been the constant vigilance of this Subcommittee which has kept FAA focused and accountable. And we hope our ongoing critique of FAA's programs has been helpful in that regard.

AOPA recently concluded an in-depth review of the nation's air transportation system. Our findings and recommendations are contained in a report to Congress entitled Aviation: The Future is Now.

Our central recommendation is that FAA should initiate an aggressive effort now to begin the transition to the next generation air traffic system linking satellites with a ground-based system, such as LORAN C, for communications, navigation, and surveillance. Technology has advanced to a point where initial implementation of such a hybrid space/earth system is feasible beginning in the mid-1990's.

A hybrid space/earth system linking the Global Positioning System with ground-based, random-routing capability would provide much greater accuracy, reliability, and integrity than the current system. It would also be significantly less costly to operate.

Support from Congress can help ensure that an operational trans-oceanic space/earth system can be in place by 1995. By the year 2000, we believe a fully operational system can be a reality for domestic use in the en route environment, with potential terminal implementation following thereafter.

We are encouraged by the FAA's clear acknowledgment that technologies such as LORAN C and the GPS satellite system are the wave of the future. Likewise, our colleagues in the industry agree that a satellite-based system must be aviation's ultimate goal.

The U.S. government's Global Positioning System already has launched 13 of 28 satellites, which will provide three-dimensional position reporting. Based on the current launch schedule, all the GPS satellites are scheduled to be in orbit by the end of 1992. The USSR has also embarked on development of its own satellite air navigation system called GLONASS, which can be integrated with the U.S. system to provide worldwide coverage.

The technological advantages of a hybrid space/earth system have been demonstrated, and they are exciting. But those are not the only advantages. The ICAO Committee on Future Air Navigation Systems has estimated that the new global satellite system will cost only about $1 billion annually to operate worldwide and, on a global basis, would save governments and the industry $5.2 to $6.6 billion annually.

In these times of increasingly scarce resources, the substantial short and long-term cost savings inherent in transitioning to such a system are too good to pass up. In addition to being years behind schedule and billions of dollars over cost, many of the FAA's airspace modernization programs have been overtaken by technology. If we begin the transition process now, we can save billions on some of the existing NAS Plan programs which will be unnecessary or incompatible with the system of the future.

AOPA proposes that we resolve to apply resources only to those NAS Plan programs which are compatible with a hybrid space/earth system or which are necessary to ensure the safety and efficiency of the system during the transition. The remainder of our resources for Facilities & Equipment, as well as our technological focus, should be directed to developing the space/earth system of the future.

Our recent report to Congress includes a project-by-project analysis of 155 uncompleted airspace modernization projects. Our analysis focuses on each project's compatibility with an integrated satellite and ground-based system, or its role as interim technology necessary to maintain system safety and efficiency during the transition. AOPA identified 34 projects which can be targeted either for partial or total elimination.

As an attachment to our formal written testimony, we have provided a listing of our projected airspace modernization savings, consolidated according to ten general categories. Our estimated savings total $11 billion. This would reduce total airways modernization costs to approximately $16 billion. A specific project-by-project breakdown can be found in our recent report to Congress.

Among the most significant of the savings we project is $2.6 billion on FAA's planned consolidation of local air traffic control facilities into regional "Area Control Facilities." GAO agrees that alternatives other than consolidation should be considered.

Also significant is $1.3 billion which could be saved by forgoing the development and installation of additional long range radars and surface guidance radars. Much of this equipment will be unnecessary if satellite technology is in place.

Another $1.2 billion could be saved by abandoning FAA's planned procurement of microwave landing systems equipment. This, too, we believe is unnecessary.

We project that $1.1 billion could be saved on the data link aspect of the Mode S program. Satellites are already being used commercially to provide data link services to airline users. FAA should be exploring satellite technology as an alternative to Mode S.

These are several major examples of the consolidated savings we project, and we commend these cost-saving recommendations to the Committee for its consideration. Additionally, the House Committee on Appropriations has requested that GAO analyze the cost saving proposals we have offered. We look forward to seeing the results of the GAO analysis.

The technology of the future already exists, and it will yield a safer, more efficient, and more economical system.

FAA's FY91 BUDGET REQUEST

In light of our emphasis on the need to transition to the next generation of technology, our analysis of this year's budget request is heavily influenced by the anticipated needs of the future. The following comments outline our position and recommendations on the major priorities.

AIRPORTS

Once again this year, the Administration's request for the Airport Improvement Program falls well short of the authorized level for the program. FAA has requested $1.5 billion in contract authority, which is $300 million less than the $1.8 billion authorized level. Yet, our research confirms that the needs clearly exist to justify full funding for the program.

It is of paramount importance to address the airport congestion problem, and to address it first where it is most severe -- in the 20 major metropolitan areas of the country which experience a preponderance of the aircraft and passenger activity. The 22 primary airports located in these metropolitan areas have been identified by the FAA as having the most critical airside congestion problems in the nation.

AOPA's research has focused on the priority airside capacity needs of these 22 primary airports -- as well as the 46 reliever and general aviation airports which comprise the regional network of airports serving the metropolitan areas in which each of the 22 primary airports is located. In AOPA's view, airport congestion problems must be addressed using a systems approach, and these 46 reliever and general aviation airports are an essential element in the national air transportation system.

There are approximately 6,000 public-use airports in the U.S. serving general aviation. To derive an accurate estimate of the total needs at those 6,000 airports is a formidable task. However, the 46 reliever and general aviation airports located in our twenty busiest metropolitan areas are the backbone of the metropolitan airport system. The needs at these airports must be given equal weight to the priority capacity needs at the primary airports in these metropolitan areas.

Priority capacity needs. AOPA has analyzed the pending AIP grant applications applicable to each of the 22 primary airports and 46 reliever and general aviation airports located in these busiest metropolitan areas.

At the 22 primary airports themselves, we have identified pending airside capacity enhancement needs worth approximately $2.2 billion. At the 46 reliever and general aviation airports serving the 20 most congested metropolitan areas, we have identified airside capacity enhancement needs worth approximately $383 million.

Combined, AOPA estimates there are approximately $2.6 billion worth of priority capacity enhancement needs which must be addressed immediately. There are also an additional

$5 billion worth of pending grant applications, some dating back as far as 1980. While not all of these pending applications are directly related to the enhancement of airside capacity, many are related to the safety or utility of our airports system and must also be considered among the priorities of the 1990s.

Managing scarce resources. The Administration's budget request proposes a $140 million set aside for reliever airports out of the AIP discretionary account. If this amount and similar funding levels over the next three years are carefully managed and applied to priority needs in our busiest metropolitan areas, our $383 million backlog of priority funding requirements at reliever and general aviation airports would be substantially reduced or eliminated.

It is essential that FAA focus the application of these limited discretionary dollars. FAA should be applying resources to projects where the funds are truly needed and which will yield the most for the dollar, in terms of capacity.

Priority of need vs. enplanements. Unlike some aspects of aviation, airport capacity is not generally an issue which calls for the development or deployment of new technologies. It is merely necessary many times to ensure that the available resources are directed to the greatest area of need. We suggest an important step which can be taken to improve our ability to prioritize our application of resources.

In our testimony this year before the Congressional authorizing committees, AOPA is proposing a substantial restructuring of the AIP entitlement formula. Relying on the number of enplanements as a means of allocating funds is clearly not the best means of distributing scarce resources under the Airport Improvement Program.

One reason $2.6 billion worth of priority capacity enhancement projects are backlogged is that we continue to rely heavily on the arbitrary number of passenger enplanements to distribute roughly one-half of available AIP dollars. To ensure that the priority needs are addressed first, we should be focusing more heavily on priority of need, rather than merely the number of passenger enplanements.

Airports with commercial passenger service currently receive federal airport entitlement grants based on the number of annual passenger enplanements. For FY91, entitlement grants will equal roughly $700 million, or nearly half of the total $1.5 billion funding request for the Airport Improvement Program. That makes no sense during this period of limited resources.

We suggest that about half the dollars currently allocated on the basis of enplanements should be distributed instead based upon priority of need. These dollars should be applied to airports where the need is greatest and which are most heavily dependent on federal aid, including reliever and general aviation airports in the congested metropolitan areas of the country.

In addition to reducing entitlement payments overall, the AIP entitlement formula should be modified in such a way that remaining enplanement funds are targeted to smaller commercial service airports which rely more heavily on this source of revenue. In other words, enplanement payments to our largest airports should be substantially reduced, since these airports rely on bonds to fund most of their capital needs.

According to a July 1988 analysis by the Congressional Budget Office, our largest airports fund as much as 80-100% of their capital needs through bonds. Smaller commercial service and reliever and general aviation airports, however, are much more dependent on AIP and are unable to tap the bond market.

We believe restructuring the enplanement formula is a realistic and viable way to increase the bang we get for the AIP buck. Let's shift our focus to the priority of need, rather than the number of passengers passing through the turnstile.

AIRWAYS MODERNIZATION

Microwave Landing System. AOPA is among the most vocal opponents of the Microwave Landing System. AOPA and all of the major users of the system have long maintained that the advertised advantages of MLS over modern Instrument Landing Systems have not and cannot be established. The advantages are illusory, and preposterous arguments have been used to sell the program.

For example, one of the selling points most often relied upon by FAA is the possibility that MLS could be used to perform curved or segmented approaches, thereby increasing capacity. Never mind that this capability has yet to be satisfactorily established, that pilots have serious misgivings about flying non-stabilized approaches, and that the political realities of noise are likely to preclude us from flying curved approaches over densely populated neighborhoods unaccustomed to low flying aircraft.

And at airports located in less densely populated regions, any additional capacity which might result from using MLS to fly curved approaches will be wasted. The demand for increased capacity does not exist at such airports, and there is no need to spend the extra money to install MLS.

Furthermore, curved or segmented approaches are already possible using existing and far more economical technology, such as Loran C. And accelerating transition to a system relying on satellite technology will also obviate any need for MLS. Many of the supposed advantages of MLS can be achieved much more economically through deployment of a hybrid space/earth system.

This is merely one example of the faulty arguments FAA has used to justify MLS. There are certainly others.

In addition to the major capital costs of converting to MLS as the primary precision approach system, the MLS program will result in tremendously increased costs to the users of the system. Currently, the approximate cost of purchasing and installing an MLS receiver in a typical general aviation aircraft would run $20,000.

Compare this to the $2,000 price tag for equipping the same aircraft with an ILS receiver. And even if volume eventually results in reduced prices for MLS receivers, estimates are that we can never expect a price better than $6,000 to $8,000 per aircraft. That kind of increased price tag buys no additional benefits for the general aviation pilot who currently relies on ILS.

The MLS program is the second largest cost item in the NAS Plan. Application of the three key priorities -- safety, capacity, and utility -- dictate that this program should be eliminated. The enormous cost to the users and the FAA of replacing existing ILS units with MLS is unjustified. Conventional ILS technology has been improved to the point that it can match MLS in nearly every respect, at a fraction of the cost.

Add to this the fiasco surrounding the default on the Hazeltine contract to produce 178 MLS units, and the reasons to kill the program continue to pile up.

Last year, we advocated that funding be limited to the $12 million necessary to finance the industry backed MLS/ILS evaluation program. This program is currently being carried out to determine once and for all the true merits of MLS as the primary precision approach system. A thorough, objective evaluation is essential to address the persistent criticisms expressed by the aviation community.

The MLS/ILS evaluation program is scheduled to be completed in September of 1991. The program must be completed and the results analyzed before any additional equipment buys are even considered. Yet FAA is requesting $35.2 million for the program this year, most of which our sources tell us is intended to procure at least twenty Category II and III MLS units. What an utter waste of tax dollars!

The MLS program should be killed outright. Here's an ideal way to pay for other, much higher priority needs of the air transportation system.

Flight Service Modernization Program. AOPA is urging the authorizing committees in Congress to mandate an Auxiliary Flight Service Station Program. Under such a program, existing flight service stations located in areas of unique weather or operational conditions critical to the safety of flight would be retained as manned, permanent auxiliary stations. These auxiliary flight service stations would supplement the services provided by the 61 automated stations under FAA's flight service station modernization program.

Our proposal has been well-received. This Committee will obviously be called upon to ensure that resources are made available to support the Auxiliary Flight Service Station Program. For that reason, we are explaining the basic concept here today, and we will be pleased to provide any additional details the Committee may require.

General aviation pilots receive their weather briefings through the nation's flight service station system. Prior to 1982, general aviation pilots seeking a preflight weather briefing could have a one-on-one dialogue with an FSS specialist. These highly-trained specialists were capable of advising pilots on all current and predicted weather conditions and hazards.

Under the NAS Plan, FAA is consolidating the number of FSS's from the 317 existing in 1981 into 61 automated flight service stations. AOPA has supported the flight service modernization program since its inception. Our support, however, has been contingent on FAA commitments that there would be no derogation of service to users at any point during the consolidation and automation effort. Yet when FAA began running into difficulty with the automation phase of the program, it made no attempt to slow or halt the consolidation schedule.

Users were guaranteed "equal or better" service for years, but the FAA redefined the level of "equal" to a new standard, lower than previously accepted by the industry. Congress recognized the problem in 1987, when, as a part of P.L. 100-223, Congress prohibited FAA from closing or reducing hours of operation of any FSS unless the area is served by an automated FSS with so-called "Model One" or better equipment.

Still, the problems persist. The FAA has evidenced bad faith on this issue for years, playing an ongoing shell game with Congress and the users. As a result, there is a much reduced confidence in this vital program.

Sixty-one automated flight service stations will not adequately serve the continental U.S., Alaska, and Hawaii. Since the point in the program when FAA announced that there would be no "Model 2" upgrading of the FSS system, no credible cost/benefit study has been performed to determine just what we are receiving out of the FSS consolidation program in terms of services, productivity, or savings on either personnel or maintenance. We fail to see how safety will be enhanced by removing locally knowledgeable professionals in areas of extreme weather or unique operational conditions.

We will never see the full level of flight service station "modernization" originally promised under FAA's modernization program. Consequently, FAA should abandon its original objective of full consolidation for the obvious reasons of safety. AOPA's proposed Auxiliary Flight Service Station Program is the sensible alternative.

Advanced Automation System. The Advanced Automation System is the centerpiece of the FAA's NAS Plan, and it continues to be plagued by problems. GAO testified last week that the system will not be operational in the field until at least the year 2000. And FAA has recently announced another 13-month delay.

One of the persistent problems involves integration between the Advanced Automation System and the Voice Switching and Control System. Neither system will work without the other. Yet the timing and technology of the two programs has been poorly coordinated.

Special focus on AOPA's proposal to accelerate transition to the hybrid space/earth system of the future is helpful here. As we have urged consistently, the Advanced Automation System should be carefully evaluated to ensure that it will be compatible with satellite technology. Too much has been invested in this program to allow it to become obsolete. Appropriate resources and special care should be applied to ensure that the Advanced Automation System can be fully integrated with the next generation of technology.

Area Control Facilities. The NAS Plan calls for consolidating approximately 180 existing terminal control facilities into 23 large "Area Control Facilities." Yet, even the FAA acknowledges that it does not truly know how many Area Control Facilities will ultimately be required. In fact, Admiral Busey himself recently testified that FAA is rethinking the concept.

This issue will become increasingly important. From AOPA's perspective, this is a matter of service, as well as cost. The cost of consolidation will be in the range of $2.6 billion, and GAO has suggested that alternatives other than consolidation should be seriously considered. We agree. In addition to the substantial cost, the users of the system must be assured that FAA's desire to "consolidate" does not result in the same kind of derogation of service which has plagued the FSS consolidation effort.

Mode S Program. The Mode S system is intended to replace existing Mode A radar beacon systems -- or transponders --- aboard commercial and general aviation aircraft.

There are two principal advantages of Mode S. First, it will have a greater individual aircraft "code" capability, which should result in decreased signal interference and more accurate position information. Second, Mode S will also have a "data link" capability which is intended to permit exchange of weather information and other data with compatible ground stations. These ground stations are an indispensable component of the Mode S program.

The program is at least four years behind schedule, and GAO witnesses testified last week before the Subcommittee and discussed some of the problems with the program. The FAA has requested $37 million for FY91, which we believe must be specifically applied to developing and implementing the ground equipment so necessary to the program. Only in this way can further program slippages be avoided and the increased cost to users be justified by realizable benefits.

AOPA has supported the concept of the program and believes the advantages are desirable. But Mode S will be of no real utility until the FAA has further developed the essential ground station aspect of the program. Here, also, the advantages of satellites and other emerging technology should be weighed. Mode S may not be the best means of providing data link capability, and it certainly is not the only means. We know of at least two commercial enterprises which are already providing satellite data link services to airline users.

In the meantime, we commend FAA for responding to our request to extend the dates after which Mode S transponders must be installed in all new aircraft and after which Mode A transponders can no longer be manufactured. The date after which Mode S transponders must be installed in new aircraft has been extended from January 1, 1992 to July 1, 1992. The date after which Mode A transponders can no longer be manufactured was extended from December 31 of last year to December 31, 1991.

We hope these extended deadlines will more closely coincide with the projected timetable when Mode S ground station services are likely to be available. If additional delays are likely, however, FAA should be prepared to reconsider these dates again.

OTHER CRITICAL PROGRAMS

Research funding -- satellites. Our ability to accelerate the inevitable transition to a space/earth system hinges largely upon adequate levels of FAA RE&D funding. AOPA is proposing a substantially higher authorized level of $300 million for RE&D in each of the next five years. This will ensure that the research can be completed to help us achieve an accelerated transition to the next generation of technology. Compare this to FAA's much lower funding requests.

For FY91, the Administration has proposed an RE&D budget of $190 million -- an increase over previous years, but still well below authorized levels. And the Administration's proposed reauthorization package calls for $190 million for FY91 and $195 million per year for FY92 through FY95. Although these numbers represent an increase from previously appropriated levels, they still fall woefully short of the actual research needs in aviation.

Much higher funding levels will be necessary if we are to keep pace and take advantage of emerging technologies. AOPA suggests the Committee consider a substantial increase over the Administration request of $190 million for FY91. This would be an important and essential step, building towards the $300 million RE&D funding levels we foresee as necessary in the coming years.

We also propose that at least $12 million be set aside within FAA's RE&D allocation to be used exclusively for research focusing on transition to the hybrid space/earth system of the future. This would double the Administration's request for satellite research funding, and we believe it represents only a beginning. The Committee should also mandate that FAA step up its research activities in this very important area.

Loran C. We are also concerned by the level of requested funding for both research and implementation of Loran C as a navigation system. Loran C holds great promise, on its own and as a system integrated with satellite navigation systems. The first 500 Loran C approaches are theoretically scheduled for implementation some time late this year or early in 1991. However, funds for the monitoring equipment, charting, and certification work necessary to realize this schedule have remained unbudgeted.

AOPA requests that the Committee appropriate $20 million to be used solely for the purpose of developing and certifying Loran C approaches. FAA continues to drag its feet with respect to Loran C, and a strong mandate from this Committee would be invaluable.

Weather programs. There is nothing more important to a general aviation pilot than the timely detection and dissemination of hazardous weather information. General aviation pilots fly "in" the weather. The airlines, with the exception of the critical arrival and departure phase, of course, fly "above" the weather. To AOPA members, weather information is not just helpful, it is potentially life saving.

As part of their respective modernization programs, FAA and the National Weather Service have committed to a combined capital investment of $4 billion to improve weather detection capability. These initiatives include the development and deployment of such technologies as new radars and wind sensors, and they are expected to help address the needs of aviation by providing vastly improved information concerning dangerous weather.

However, FAA and NWS must be encouraged to continue improving their ability to disseminate weather information in usable "product" form to the aviation community. The enhanced ability to gather meteorological information must be matched by a corresponding ability to deliver that information. Otherwise, we cannot ensure system safety, nor realize improved capacity and efficiency. And the cost of developing improved aviation weather products will be a fraction of the capital investment in new detection equipment -- perhaps as little as 5 percent.

On a continuing basis, FAA and NWS must also be encouraged to work together to develop an integrated network of weather services. With the expected appointment of a new FAA weather coordinator and the commitment of FAA and NWS to a national aviation weather plan, we see the beginnings of an important change.

Our members will appreciate this Committee's assistance to help ensure that aviation weather programs are efficiently and economically implemented.

* * * * *

Mr. Chairman, this concludes our statement. Thank you again for your consideration.

FACILITIES & EQUIPMENT SAVINGS ATTAINABLE UNDER AOPA'S PROPOSAL TO ACCELERATE DEVELOPMENT OF A HYBRID SPACE/EARTH SYSTEM

1)	Area Control Facilities (Consolidation of local ATC radar facilities into regional control areas)	$ 2.6 Billion
2)	Radar Programs (Long Range Radar additions and Surface Guidance Radars)	$ 1.3 Billion
3)	MLS (Procurement for FAA planned precision approach equipment)	$ 1.2 Billion
4)	Mode S Data Link (Using VHF data link now (ACARS) and SAT/ADS later better option)	$ 1.1 Billion
5)	Transponder Beacon Interrogator (ATCBI) (Upgrades in Mode C detection equipment for ATC)	$ 1.0 Billion
6)	General Support (Slush fund-consisting of overhead, contractors, etc.)	$ 1.0 Billion
7)	Identified Airport F&E (For Denver, Dallas, Austin)	$ .308 Billion
8)	Systems Engineering Integration Contract (SEIC) (NAS management for Martin Marietta)	$ .3 Billion
9)	VOR's (location upgrades)	$ .2 Billion
10)	"Gold Plating" Projects	$ 2.0 Billion
	TOTAL	$11.0 Billion

STATEMENT OF THE AIRPORT OPERATORS COUNCIL INTERNATIONAL AND THE AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES

We want to thank the subcommittee for the opportunity to submit testimony on the Federal Aviation Administration's (FAA) fiscal year 1991 budget request, and funding for airports in particular. The members we represent are the local and state governmental bodies, and the men and women who manage and operate our nation's airports.

Our testimony will focus on the need and justification for:

* Full funding of the $1.8 billion authorized in fiscal year 1991 for the Airport Improvement Program (AIP).
* Enactment of legislation returning to airports the authority to impose a Passenger Facility Charge (PFC) to enhance local financing capabilities to improve airport development and promote airline competition.
* Adequate Facilities and Equipment (F&E) and Research, Engineering and Development (RE&D) funding, particularly for innovative technological solutions to increase airport capacity and reduce congestions and delays.
* Increased funding for aviation security system development.
* Full funding for the Essential Air Service (EAS) program.
* Continued federal support for the Contract Tower program.

THE FINANCING NEEDS OF OUR NATION'S AIRPORTS

As you know, since the earliest days of aviation, local governments have had the responsibility for developing, operating and financing our country's commercial airports. While the federal dollars provided through the Airport Improvement Program (AIP) have and should continue to play an important role in airport capital development, they have not provided the funds necessary to build the new runways and new airports that are needed. Just in the past decade, airports have had their resources stretched by a 33 percent overall increase in airline operations, a 64 percent increase in operations at hub airports, and an 87 percent increase in passenger enplanements.

Virtually every day we read headlines that our nation's airport system suffers from over-congestion and under-investment. New and more effective means of financing our airport system must be found.

Currently 21 major airports are considered seriously congested by FAA's definition - each having more than 20,000 hours of delay annually, with some having over 100,000 hours of delay. These airports account for 57 percent of all passenger enplanements. Over the next ten years the number of airline passengers is expected to increase from 482 million to 822 million, a 70 percent increase. Without greater investment and major improvements in airport capacity, FAA predicts that 67 airports will become seriously congested by the end of the decade, causing significant delays for 88 percent of all air travellers.

Recently, AOCI and AAAE conducted an extensive survey of U.S. airports to determine their capital development funding needs over the next five years (1991-1995). The survey revealed that total capital development financing needs for airports nationwide are approximately $50 billion over the five year period - an average of $10 billion per year. (See Attachment 1)

Projects at large hub airports (those enplaning at least 4.8 million passengers each) represent half of the $50 billion, five-year total. Medium hub airports (1.3-4.8 million passengers) account for about 15 percent; small hub airports (242,000 to 1.2 million enplanements) comprise 9 percent; non-hub airports (10,000 to 241,000 enplanements) totaled 12.5 percent; reliever airports require 6 percent and general aviation airports account for 8.5 percent.

While the stated needs are dramatic, they are still conservative. Over $10 billion in projects that airports have planned in 1990, many of which inevitably will be delayed due to the lack of funding, are not included in the $50 billion estimate. Nor does our survey reflect the costs of new commercial airports that will be needed beyond those presently planned for Denver and Austin.

We estimate that approximately 60 percent, or $6 billion annually, of the total airport project costs are eligible for federal funding - far more than the current $1.8 billion AIP authorization and the administration's AIP budget request of $1.5 billion for fiscal year 1991. The FAA has also identified more than $30 billion in AIP eligible projects over the next five years. (See Attachment 2)

Current capacity shortages are clearly driving the bulk of airport capital development plans. Approximately 75 percent to 85 percent of the total projects are needed to increase capacity and expand the airports. Roughly 5 percent are related to safety and security enhancement, while approximately 10 percent are needed to rebuild airport facilities and preserve existing capacity. Of course, many of the projects will have multiple benefits, such as increasing both capacity and safety.

While the majority of the projects are needed for airside improvements, such as runways and taxiways, a significant portion is for landside facility improvements and expansion to reduce congestion. The largest capacity constraint at several of our nation's major airports is the lack of adequate landside facilities. Improving roadways, curbsides, terminal buildings and gates represents a growing need at many airports. Unfortunately, many of these projects are ineligible for federal assistance or receive low priority given limited AIP funds.

If the AIP program were to continue to fund its traditional one-third share of total airport development costs, more than $3 billion in annual federal funding would be needed. This is more than double the current $1.4 billion AIP appropriations level. Increasing federal airport grant funding is critical to the industry being able to effectively respond to the growing demands by the travelling public for increased air transportation facilities.

We believe that the best and most realistic and effective way to solve our nation's airport financing and capacity problems is for Congress to fully fund the AIP program at its authorized level and to allow airports the option of assessing a modest charge on air travelers using their facilities. As it relates to the latter, airports had such authority prior to 1973. In 1973, Congress prohibited airports from imposing such a charge. However, when deregulation was enacted in 1978, the federal prohibition on local passenger charges was not repealed and the local and state governments responsible for financing our nation's airports were left with limited resources to meet growing air traffic demand.

We applaud Transportation Secretary Samuel Skinner's recognition that airports need an immediate infusion of capital, much more than can be realistically provided by the current federal budget process. As proposed by the administration, a $3 Passenger Facility Charge (PFC) would generate approximately $1 billion per year for the 31 largest U.S. airports alone. The PFC would also enable airports to become more self-reliant by enhancing their ability to finance projects through the bond market. An independent local revenue source, such as a PFC, can be leveraged to dramatically increase bond financing capabilities and provide a valuable source of funds for debt service.

Some airport users assert that traditional methods of airport financing are adequate to take care of the projected need. These groups state that airports should rely more on the bond market. However, it is important to remember that bonding is not a source of revenue, but a mechanism that requires dedicated revenues to repay bond proceeds. In order for airports to obtain significantly higher levels of financing through bonding we would need to significantly increase rates and charges to airlines and other users - or be given new revenue sources - to service higher long-term debt costs. In a recent article about airport capital needs, Standard and Poor's expressed concern about the ability of air carriers to pay the increased fees required to meet airport needs nationwide. Standard and Poor's went on to say that "it is imperative that airports have a revenue source they control."

Many airports face serious constraints on their bonding capabilities and project financing in general. Majority-in-interest clauses and related airline lease restrictions typically require the airlines' approval before the airport may undertake capital improvements, issue bonds and/or increase rates and charges to the airlines that are needed for expansion projects and debt financing. Twenty-five of the 30 largest airports have at least one restriction on project financing in their leases. Clearly, airports would not be able to incur substantially greater debt burdens and raise the capital needed without a new revenue source to repay that debt.

We support much of the administration's PFC proposal, but we believe that airports should be allowed to retain at least a portion of their AIP entitlement funds, which the administration proposal would eliminate for those airports that impose PFCs. The AOCI/AAAE PFC proposal would allow large and medium hub airports to retain 50 percent of their AIP entitlement funds, if they choose to impose a PFC. Small airports would keep 100 percent of their entitlements under our proposal (See Attachment 3). Under both the administration and the AOCI/AAAE PFC proposals, the foregone entitlement money would stay in the Airport Improvement Program and be used to increase the discretionary fund for all sizes of airports.

The PFC offers tremendous financing advantages for airports of all sizes (See Attachment 4). However, in order to meet the capital needs nationwide, airports need the option of raising revenue through the PFC **in addition to increased AIP funds.**

In addition to being a more substantial and reliable source of airport funding, PFCs would help airports expand and provide the facilities needed to encourage airline competition. Last year we conducted a survey and found that the lack of available airport gates represents a substantial barrier to entry for new entrant airlines and incumbents seeking to expand service. At the 30 largest airports, only 2 percent of total gates could be made available on a competitive basis - that is, without the approval or control of the dominant carriers at the airport. During congressional hearings on the subject of airline concentration and competition, both the Department of Transportation (DOT) and the General Accounting Office (GAO) testified that a PFC would enhance airport capacity and encourage airline competition.

Our two associations continue to support efforts to spend down the aviation trust fund surplus, hoping that it will provide more airport capacity funding. However, we also recognize that there are other important needs competing for the same dollars - namely, new air traffic control equipment, enhanced safety and security research and development and increased air traffic controller positions.

Airports are willing to do their part to finance major capital improvements, but airports desperately need both an increase in federal grant funding and the Congressional authority to raise additional revenues locally with a PFC. We cannot stress enough the importance of increasing federal funding, spending down the Trust Fund and authorizing the PFC. We know that you do not have jurisdiction over the PFC authorization; however, you can help us to immediately begin spending the Trust Fund surplus.

FACILITIES AND EQUIPMENT FUNDING

With regard to Facilities and Equipment (F&E) funding, we support the FAA's proposed budget increase to $2.5 billion. AOCI and AAAE, like virtually the entire industry, however, believe that $3 billion is the appropriate figure for FY1991.

The generation of capacity is the responsibility of the Federal government for airspace and airside capacity, since that capacity is of importance to the nation, the military, and general aviation, as well as the airlines. The assurance of safety of the services needs to be under Federal control. As a matter of principle, within technical limits, capacity should be provided to meet the needs of the economy. The provision of air traffic management and control services is a continuum from departure to arrival, and it is counterproductive to consider a break in operating responsibility between enroute and terminal area air traffic control services.

Most of the aviation industry has for years given strong support to the National Airspace System Plan, developed and announced in late 1981. It was a coherent, integrated series of programs which, taken together, were to provide a major, and in the minds of many, an overdue modernization of the FAA technical support system for aviation.

Now, eight years after the NAS Plan implementation effort began, a number of the programs are late, many will cost more than had been hoped, and the NAS Plan will deliver less than initially promised, especially in the automation of the air traffic control process which is the major direct tangible benefit to the users of the airspace.

It may be appealing to some to use these problems as an excuse to stop the NAS Plan and "start over". This would be a serious mistake. Instead, Congress, the Administration, and the users need to help FAA discuss the real problems candidly, and to lay out in terms of funding, personnel, needed freedom-of-action and authority, what it will take to rapidly complete the present programs and to embark on the needed new ones.

We support the earliest possible completion of the present efforts, but propose an energetic effort to go beyond them to:

a. move the present programs which are the foundation for future improvement to rapid completion;

b. conduct the new R&D needed (primarily adapt the massive body of work already done) to determine how the present programs need to evolve and what new ones are needed;

c. develop a system engineering process in FAA, as recommended by the FAA Administrator's Research and Development Advisory Committee, which would provide a coherent process from system concept development by a broad-gauged FAA system design team to system implementation and use. This process can and must function without the time-consuming and wasteful internal hurdles which have plagued the development and implementation of many NAS Plan systems, and which create years-long delays in implementation of innovative ideas and developments; and,

d. develop a candid appraisal of how much money and FAA personnel will be needed over what period to bring these efforts to completion at the earliest possible time.

We believe there is reason for hope in FAA's recent realignment and new dedication to improve the procurement and acquisition process. We believe also that there must be adequate funding for FAA F&E to carry out the programs in a truly expeditious way to meet the needs, and we believe that $3 billion is the right figure.

We have specific recommendations with respect to satellite activities, and to the FAA F&E request, which we believe requires further consideration. Our thoughts are given in Attachment 5.

AIRPORT CAPACITY F&E

We also need increased F&E dollars for airport capacity technology initiatives which can help increase capacity of existing airport facilities. Major gains are achievable from a series of projects strongly supported by airports and the Industry Task Force on Airport Capacity Improvements and Delay Reduction. Due to the interest and support of this subcommittee, most of these projects are under way. They need continued support and high priority, however, to realize completion and implementation.

During the past year, FAA has successfully conducted demonstrations of two new precision runway monitor systems intended to significantly improve airport runway capacity and safety. Benefits analysis indicates that thousands of hours of flight delay savings could occur at dozens of airports. FAA needs help with respect to F&E procurement of Precision Runway Monitors, which we believe will make possible safe reductions in the required spacing for independent IFR parallel runway operations and will have a major beneficial effect for independent converging IFR operations. This tool has the potential for providing significant airport capacity relief in the short term, but the procurement process FAA is apparently obligated to use may delay the beneficial use of these systems until 1996 or 1997.

We believe, as does the Administrator's Aviation System Capacity Task Force, that these sensor systems are valuable, and that their benefit is sufficiently clear that F&E procurement of at least eight of these sensors should proceed now, with minimum delay and using a procurement process which will take less than six or seven years.

The Aviation System Capacity Task Force has offered several recommendations to help speed up the implementation of this valuable tool. Among them:

- that FAA be permitted to procure at least three additional Quick-Scan systems and at least three back-to-back systems **sole source**, and that $20 million of the FY91 funds be allocated accordingly;

- that FAA should proceed immediately to production specifications for both types of sensors by July, 1990;

- that the production specifications for the sensors should call for realistic reliability/integrity standards, commensurate with the status of the sensors as systems intended for special procedures and not primary navigation or surveillance systems;

- that FAA should begin work on the development of operating criteria and minima for use of the new sensors such that they are available for use by September, 1990;

- that the new sensors, in addition to procurement under the FAA F&E program, be made eligible for AIP funding, and private purchase where appropriate, but with arrangements to have such sensors taken over by FAA for ownership, operations and maintenance.

We urge Congress to help give FAA the authority to move out smartly to bring these valuable tools to beneficial use.

In summary, we recommend that the subcommittee earmark $20 million for F&E in FY91 for precision runway monitor systems. The FAA should determine sites for placement of the expedited system and planned procurement should continue for additional candidate sites.

RESEARCH, ENGINEERING AND DEVELOPMENT FUNDING

We are at a critical juncture in the FAA R,E&D program with a new FAA administrator, an important functional realignment of the R,E&D activity, and a new recognition of the importance of a viable R&D program in FAA.

We applaud and support the FAA Administrator's recently-announced "A Vision of the Future: The ATC System Beyond the NAS Plan." This is a valuable blueprint for the future that reflects the views not only of FAA, but of a broad sweep of industry thinking in the U.S. and of governments around the world. It deserves to be the basis of FAA R,E&D efforts for the future.

To accomplish what must be done, we believe a funding level of $260 million per year for fiscal years 1991 to 1995 is appropriate and needed. If the efforts by FAA to create a vital and vibrant research engineering and development organization succeed with the help of Congress and the aviation community, this amount is well justified.

To follow through on the Administrator's Vision of the Future System, FAA should energetically pursue the systems discussed therein, in the context of the major thrusts FAA has now identified as its objectives.

Comments on the recent FAA realignment, as presented to Congress in the coalition of aviation association's R,E&D testimony, are given in Attachment 6. It gives us hope for major improvements in FAA's R,E&D efforts, if an adequate base of skills can be built up in FAA.

DOT/FAA has requested R,E&D funding authorization for the next five years at $190 million for FY-1991, and $195 million for each of the following four years.

The industry view is that the funding authorization should be at the level of $260 million for R,E&D, given the challenges that face FAA and the aviation industry. We make this recommendation under the assumptions, stated above, that the good FAA intentions will be brought to reality.

The introduction of real air traffic control automation, the exploitation of airport and system capacity technologies, the transition to the new technology systems now becoming available, and the transition to a more flexible and cooperative air traffic control process will demand an intensive and well-funded effort.

The growing recognition that R,E&D does not end with demonstration of feasibility, but includes everything necessary to prepare for production, implementation and procedure development on new concepts and systems justifies the increased funding.

While the majority of FAA's efforts are development rather than research, a percentage of the FAA effort, perhaps 15%, should be earmarked specifically for innovative, exploratory research and analysis into issues of safety, air traffic control enhancement, and human factors.

For FY-91 as well as the years beyond, we believe that the amount requested by FAA, $190 million, is not sufficient to carry out the necessary work with the urgency or intensity it needs:

- As discussed in Attachment 7, there is a need for continued emphasis on development and application of airport/system capacity technology. A funding level of $35 million annually (not including the airport-related R&D item just below) for activities supporting safe full time increases in airport/system capacity is considered appropriate. We believe approximately $20 million of the FAA's proposed $31.7 million meets the definition of full-time capacity gainers, leaving a shortfall of

$15m

* The need for continued improvement in airport surface/pavement, in which there is a major federal investment, requires sustained and output-oriented R,E&D effort (Attachment 8). A minimum level of $5 million annually is considered appropriate. We think approximately $2 million in FAA's proposal is directly applicable to this item, leaving a shortfall of

$3m

* For Security R&D, as discussed in Attachment 9, the amount needed is $42.7 million. The estimated shortfall is

$17.6m

* For Human Factors work, as described above, the amount needed is $21.5 million, leaving a shortfall of

$5.2m

* For aircraft technology work as described above, the amount needed is $54.5 million, including the presently unfunded university research grants program at $10 million, leaving a shortfall of

$23m

* For weather related-research and development as discussed above, we believe a level of $12 million is reasonable, leaving a shortfall vs. FAA's proposal of

$3.3m

- There is need to expand FAA's noise research program to develop a methodology to quantify the impact on operational capacity and air commerce of airport noise restrictions, to reexamine currently used noise metrics and to further progress development of aircraft noise abatement technology. Other environmental issues needing additional effort include those relating to Clean Air Act amendments being considered by Congress: engine emissions for both subsonic and supersonic aircraft, use of volatile organic compounds in manufacturing and maintenance operations and development of environmentally acceptable paints and coatings. $4.4 million is needed but FAA requested only $2.4 million, leaving a shortfall of

  $2.0m

- For the special studies/projects identified above on expert systems and computer technology, satellites, and flexible routing, an additional $2 million each is needed, leaving a shortfall of

  $6m

Shortfall: $75.1 million

Appropriation of this $75.1 million would bring FAA's R,E&D funding essentially to the $260 million identified by the aviation associations.

AVIATION SECURITY FUNDING NEEDS

The top 270 airports in the US are in the process of developing and installing security access control systems as required by FAR Part 107.14. The total bill on these systems will approach $1 billion, compared to FAA's estimates of $100 million. Therefore, it is imperative that the subcommittee provide the AIP funds necessary for airports to meet these new security requirements.

Last year, the fiscal year 1990 DOT appropriations report directed the FAA to conduct operational testing of access control systems at four airports of varying size and complexity. Unfortunately, that directive was never undertaken.

One possible reason is lack of funding, which we suggest may still not be too late. Although some major airports have begun to implement their amended security plans, the constantly changing interpretations, explanations and clarifications of the requirements emanating from FAA are causing airports to review their plans even as they are being installed. Therefore, we recommend the Subcommittee provide R,E&D funds (as given in Attachment 7) in the amount of $42.7 million.

ESSENTIAL AIR SERVICE

For fiscal year 1991, we urge the committee to approve an EAS budget of $27.5 million so that the newly revised program can be adequately funded. However, for the EAS program to be ultimately successful, DOT must provide incentives and enhancements so that communities and air carriers can develop effective marketing programs and thus become less dependent upon federal subsidies. Additionally, DOT must carefully monitor the program to ensure that funds are being spent effectively and efficiently. For example, some EAS carriers have been waiting for an excessive period of time to have their airline subsidy rate agreements renegotiated to reflect changing economic and market conditions, thereby creating an extremely unstable environment for the affected communities.

CONTRACT TOWER PROGRAM

Since the 1981 air traffic controllers strike, the FAA has contracted to the private sector through local governments air traffic control services at a number of selected local activity Level I visual flight rule (VFR) airports. The contract tower program, which saves taxpayers approximately $2 million annually, has received positive reviews from all involved, including FAA, local governments and aviation system users.

To date, over 20 airports are participating in this private sector program which is an excellent example of how government and the private sector can work together to maximize vital services at a reduced cost. We urge the committee to expand and improve this important service for smaller communities.

ATTACHMENT I

AOCI/AAAE U.S. AIRPORT CAPITAL DEVELOPMENT NEEDS FOR 1990-2000
($ Billions)

HUB SIZE	Expenditure by Year 1990	1991	1992	1993	1994	1995	Total 1991-1995	Total 1996-2000	Total All Needs 1991 - 2000
Large	4.8	3.9	3.9	3.9	3.9	3.9	19.7	8.0	27.7
Medium	1.7	1.2	1.2	1.2	1.2	1.2	6.0	3.8	9.8
Small	0.7	0.7	0.7	0.7	0.7	0.7	3.7	1.0	4.7
Non-Hub	1.0	1.0	1.0	1.0	1.0	1.0	5.0	2.1	7.1
Reliever	0.5	0.5	0.5	0.5	0.5	0.5	2.5	1.0	3.5
General Aviation	0.7	0.7	0.7	0.7	0.7	0.7	3.5	1.6	5.1
Total Cost (Constant $)	9.4	8.0	8.0	8.0	8.0	8.0	40.4	14.9	55.3
Inflation	0.8	1.1	1.6	2.1	2.6	3.1	10.1	11.7	21.8
Total Cost (Current $)	10.2	9.1	9.6	10.1	10.6	11.1	50.5	26.6	77.1

Notes:

1. Row figures may not sum to totals due to rounding. All costs are total project costs including overheads -- architectural and engineering, contingency and construction management costs.

2. Expenditures between 1991 and 1995 are averaged to better represent actual spending patterns. The survey results indicated larger expenditures in the early years which reflects the desire of airports to move ahead with needed capacity projects. Capital plans are less certain the further out one looks in the future, as indicated by the differences in magnitude of the 1991 - 1995 and 1996 - 2000 capital needs totals. In reality, actual expenditure patterns are more evenly spread because of project delays and the uncertainty of federal and other funding. For example, the $10.2 billion in needs indicated in 1990 will inevitably spill over into other years because of these constraints.

3. Inflation includes a 5% construction cost inflation factor and a minor adjustment for financial costs during construction.

4. The reliever and general aviation airport development costs are based on the FAA's preliminary 1990 NPIAS plan.

5. Total costs are conservative in that they do not include costs for new airports as identified by the NPIAS, except for the new Denver and Austin airports.

AOCI/AAAE U.S. AIRPORT CAPITAL DEVELOPMENT NEEDS SURVEY SAMPLE
(as of January 9, 1990)

HUB SIZE	Enplanements (Millions)	U.S. Total (NPIAS)	AOCI Sample	Survey Response Rate
Large Hub	4.8 +	29	29	100%
Medium Hub	1.3 - 4.8	42	27	64
Small Hub	.242 - 1.2	78	18	23
Non-Hub	.001 - .241	613	93	15
Reliever	---	274	274	Used FAA's NPIAS Costs
General Aviation	---	2474	2474	
Total		3510	2915	83%

ATTACHMENT II

March 12, 1990

Honorable James Oberstar
Chairman
Subcommittee on Aviation
Committee on Public Works & Transportation
2251 Rayburn House Office Building
Washington, DC 20515

Dear Chairman Oberstar:

At the Subcommittee's hearing on February 6th regarding Future Airport Capacity Needs, AOCI/AAAE and FAA witnesses provided our respective cost estimates of future capital development needs for the nation's airports. The capital needs estimated by AOCI and AAAE were based on an extensive survey of airports to determine essential and needed capital improvement projects over the next five- and ten-year periods. FAA's projections were based on the preliminary 1990 National Plan of Integrated Airport Systems (NPIAS) estimate of AIP-eligible project costs.

During the hearing, you requested that FAA and AOCI/AAAE compare and reconcile our cost estimates. After a thorough assessment of the FAA's preliminary NPIAS estimates, additional non-NPIAS projects, and the AOCI/AAAE survey results, we have reached a reconciliation that we believe truly reflects the magnitude of airport development needs in the U.S.

We have attached a reconciliation chart and explanation which indicate the 1991-95 reconciled AIP-eligible needs at about $30 billion in 1989 constant dollars. The FAA and AOCI/AAAE total airport capital needs for the same period are $36 billion and $40 billion (constant dollars), respectively. The AOCI/AAAE estimate when adjusted for inflation equals $50 billion over the five-year period.

Our ten-year projections for years 1991-2000 are between $55-58 billion in constant dollars.

The FAA and AOCI/AAAE believe that reconciliation of the two independently derived needs estimates has been attained. We hope our capital needs estimates are helpful to you and the Subcommittee in your deliberations. We request that this letter and attached reconciliation be included in the hearing record.

Sincerely,

George Howard

George P. Howard
Executive Director
AOCI

Leonard Griggs
Associate Administrator for Airports
FAA

RECONCILIATION OF AOCI/AAAE AIRPORT CAPITAL DEVELOPMENT NEEDS SURVEY AND THE FAA ESTIMATES

DOT/FAA AND AOCI/AAAE AIRPORT CAPITAL DEVELOPMENT NEEDS

RECONCILIATION

(In billions of 1989 Constant Dollars)

1991-1995

	DOT/FAA	AOCI/AAAE
AIP-ELIGIBLE	30.8	30.4
OTHER PROJECT COSTS	5.0	10.0
TOTAL AIRPORT CAPITAL NEEDS	35.8	40.4
COSTS IN CURRENT YEAR DOLLARS	-	50.5*

1991-2000

	DOT/FAA	AOCI/AAAE
AIP-ELIGIBLE	48.4	38.0
OTHER PROJECT COSTS	10.0	17.3
TOTAL AIRPORT CAPITAL NEEDS	58.4	55.3
COSTS IN CURRENT YEAR DOLLARS	-	77.1*

---

* AOCI/AAAE costs inflated at 5% per year.

RECONCILIATION NOTES

1. The 1991-1995 AIP-eligible numbers estimated independently by both DOT/FAA and AOCI/AAAE match at $30 billion in 1989 constant dollars.

2. The FAA total AIP-eligible number includes three cost components: $23.3 for the NPIAS, $5.0 billion for additional noise mitigation, and $2.5 billion for additional new airports. The additional costs are an adjustment for the greater uncertainties inherent in the NPIAS process in estimating noise mitigation and new airport projects.

3. The Other Project Costs category consists of projects not eligible for AIP funding including: revenue producing portions of the passenger terminals (approximately 50% of total terminal), cargo terminals, surface and structure parking, and certain on-airport roadway access and circulatory costs.

The AOCI/AAAE estimate of other project costs is $10 billion and the DOT/FAA estimate is $5 billion. It is important to note that the AOCI survey includes all airport capital needs, both AIP-eligible and AIP-ineligible, whereas the NPIAS only considers AIP-eligible projects. Since the AOCI/AAAE estimate of AIP-ineligible costs is based on actual survey results, it has a higher degree of accuracy.

4. The total five year capital needs are extremely close - DOT/FAA $36 billion and AOCI/AAAE $40 billion in constant dollars. The AOCI/AAAE 1991-95 total needs in current year dollars are $50.5 billion.

5. The close correspondence of the 1991-95 results is significant because estimation is more precise in the near term.

6. The 1991-2000 total airport capital needs are also very close: DOT/FAA $58 billion and AOCI/AAAE $55 billion. AOCI/AAAE estimate lower AIP-eligible costs and more other project costs.

7. Both the DOT/FAA and the AOCI/AAAE estimates are conservative since they do not include off-airport access or intermodal transportation connection needs. These costs are estimated to be at least $5 billion.

8. This reconciliation demonstrates that airport capital development needs are significant as measured independently by the organizations closest to the airports, the U.S.DOT/FAA and AOCI/AAAE.

ATTACHMENT III

AOCI/AAAE AIRPORT PASSENGER FACILITY CHARGE PREFERRED POSITION

-- Legislation should be enacted by Congress to repeal or modify the current federal prohibition against passenger facility charges (PFCs) and allow airports the option of imposing PFCs to help meet capital improvement financing needs.

-- The imposition of a PFC should be the decision of the airport proprietor. The legislation should initially permit a PFC of no more than $3.00 per enplaned passenger, with a maximum of $6.00 per one-way trip. The DOT Secretary should have discretion to increase the cap on the PFC level on a case-by-case basis for any airport or for a new airport if it is demonstrated that a higher level is needed to accomplish its capital improvement program. The Secretary should also periodically review the nationwide PFC cap and raise the cap to adjust for increased costs of construction.

-- The legislation should require advance consultation with airport users, similar to that found in AIP sponsor assurances, before a PFC is imposed. The airport shall prepare a capital improvement plan in which the projects to be funded by the PFC and the PFC level are identified.

-- PFC's should apply uniformly to all passengers -- O&D, connecting, international, etc. -- so that each ticket coupon collected at an affected airport would be subject to the charge and would separately identify the charge. The PFC shall be a flat charge that may be imposed by the airport proprietor annually and adjusted semi-annually. The charge shall be collected from enplaned passengers by the airlines serving that airport. PFC revenues shall be remitted to the airport, minus a standardized administrative fee that the airlines would retain to recover collection costs.

-- Following user consultation, the airport would submit its PFC capital program to FAA:

o An airport may impose the PFC and apply PFC revenues to AIP-eligible projects and gates and their related elements, and for debt service related to the costs of such projects. These PFC projects would not be subject to any FAA approval or disapproval process.

o All other airport-related capital projects, including certain off-airport access roads and systems, would be eligible but subject to FAA disapproval only if the users object to the use of PFCs for the projects or the PFC level. FAA would have 90 days in which to disapprove the use of PFCs for the projects or the proposed PFC level. If no action is taken by FAA within that timeframe, the projects and PFC would be allowed to proceed.

-- In order to meet airport capital development needs, airports should be permitted to impose PFCs in addition to receiving AIP funds, and the AIP program should be increased substantially above current funding levels.

-- Any large or medium hub airport that chooses to impose a PFC should forego one-half of its AIP passenger entitlement funds, and such funds shall be reallocated to increase the capacity discretionary fund. Small hub airports should be permitted to impose a PFC and retain all of their entitlement funds. All airports which impose PFCs should remain eligible for discretionary funds.

To ensure that the PFC program can be effectively implemented, Federal law should explicitly establish Congressional intent that the PFC is a "federally protected" local revenue source and is in the national interest, thus PFCs shall not be subject to existing contractual or lease agreements that would otherwise prohibit their imposition or expenditure for capital projects or debt service.

ATTACHMENT IV

PASSENGER FACILITY CHARGE REVENUE ENHANCEMENT FOR AIRPORT DEVELOPMENT FINANCING

AOCI/AAAE PFC Proposal vs. DOT/FAA PFC Plan

April 13, 1990

(Figures correspond to 1988 total enplanements and estimated FY 1990 AIP entitlements.
Please see footnotes below for explanation of columns)

NO.	LOC	AIRPORT NAME	1988 TOTAL ENPLANEMENTS	1990 EST. AIP ENTITLEMENTS	PFC ($3) REVENUE/1	PFC BONDING POWER/2	DOT/FAA PFC PLAN- AIP ENTITLEMENTS RETURNED/3	AOCI/AAAE PFC PLAN- AIP ENTITLEMENTS RETURNED/4	TOTAL ANNUAL PFC PLUS AIP REVENUE AOCI/AAAE PLAN	TOTAL ANNUAL PFC PLUS AIP REVENUE DOT PLAN
1.	ORD	CHICAGO-O'HARE	28,273,863	$16,000,000	$84,821,589	$706,818,301	$16,000,000	$8,000,000	$92,821,589	$84,821,589
2.	ATL	ATLANTA	23,058,079	$16,000,000	$69,174,237	$576,428,917	$16,000,000	$8,000,000	$77,174,237	$69,174,237
3.	DFW	DALLAS-FORT WORTH	22,236,591	$15,818,784	$66,709,773	$555,892,530	$15,818,784	$7,909,392	$74,619,165	$66,709,773
4.	LAX	LOS ANGELES	21,646,727	$15,435,373	$64,940,181	$541,146,528	$15,435,373	$7,717,687	$72,657,868	$64,940,181
5.	JFK	NEW YORK-KENNEDY	15,236,311	$11,268,602	$45,708,933	$380,892,539	$11,268,602	$5,634,301	$51,343,234	$45,708,933
6.	DEN	DENVER	14,972,728	$11,097,273	$44,918,184	$374,303,227	$11,097,273	$5,548,637	$50,466,821	$44,918,184
7.	SFO	SAN FRANCISCO	14,852,565	$11,019,167	$44,557,695	$371,299,272	$11,019,167	$5,509,584	$50,067,279	$44,557,695
8.	MIA	MIAMI	12,094,354	$9,226,330	$36,283,062	$302,346,756	$9,226,330	$4,613,165	$40,896,227	$36,283,062
9.	LGA	NEW YORK-LAGUARDIA	12,085,339	$9,220,470	$36,256,017	$302,121,398	$9,220,470	$4,610,235	$40,866,252	$36,256,017
10.	BOS	BOSTON	11,562,688	$8,880,747	$34,688,064	$289,055,637	$8,880,747	$4,440,374	$39,128,438	$34,688,064
11.	EWR	NEWARK	11,319,238	$8,722,505	$33,957,714	$282,969,631	$8,722,505	$4,361,253	$38,318,967	$33,957,714
12.	HNL	HONOLULU	10,293,926	$8,056,052	$30,881,778	$257,337,856	$8,056,052	$4,028,026	$34,909,804	$30,881,778
13.	STL	ST.LOUIS	10,056,110	$7,901,472	$30,168,330	$251,392,694	$7,901,472	$3,950,736	$34,119,066	$30,168,330
14.	DET	DETROIT	9,812,784	$7,743,310	$29,438,352	$245,309,787	$7,743,310	$3,871,655	$33,310,007	$29,438,352
15.	PHX	PHOENIX	9,556,974	$7,577,033	$28,670,922	$238,914,793	$7,577,033	$3,788,517	$32,459,439	$28,670,922
16.	PIT	PITTSBURGH	8,942,025	$7,177,316	$26,826,075	$223,541,683	$7,177,316	$3,588,658	$30,414,733	$26,826,075
17.	MSP	MINNEAPOLIS	8,826,310	$7,102,102	$26,478,930	$220,648,924	$7,102,102	$3,551,051	$30,029,981	$26,478,930
18.	MCO	ORLANDO	8,062,984	$6,605,940	$24,188,952	$201,566,537	$6,605,940	$3,302,970	$27,491,922	$24,188,952
19.	LAS	LAS VEGAS	7,838,293	$6,459,890	$23,514,879	$195,949,487	$6,459,890	$3,229,945	$26,744,824	$23,514,879
20.	PHL	PHILADELPHIA	7,744,092	$6,398,660	$23,232,276	$193,594,330	$6,398,660	$3,199,330	$26,431,606	$23,232,276
21.	DCA	WASHINGTON-NATIONAL	7,709,589	$6,376,233	$23,128,767	$192,732,015	$6,376,233	$3,188,117	$26,316,884	$23,128,767
22.	SEA	SEATTLE	7,407,473	$6,179,861	$22,222,419	$185,179,418	$6,179,861	$3,089,931	$25,312,350	$22,222,419
23.	CLT	CHARLOTTE	7,348,565	$6,141,567	$22,045,695	$183,706,776	$6,141,567	$3,070,784	$25,116,479	$22,045,695
24.	IAH	HOUSTON	7,300,470	$6,110,306	$21,901,410	$182,504,450	$6,110,306	$3,055,153	$24,956,563	$21,901,410
25.	SAN	SAN DIEGO	5,348,636	$4,841,613	$16,045,908	$133,710,351	$4,841,613	$2,420,807	$18,466,715	$16,045,908
26.	BWI	BALTIMORE	4,988,093	$4,607,260	$14,964,279	$124,697,337	$4,607,260	$2,303,630	$17,267,909	$14,964,279
27.	SLC	SALT LAKE CITY	4,975,727	$4,599,223	$14,927,181	$124,388,199	$4,599,223	$2,299,612	$17,226,793	$14,927,181
28.	TPA	TAMPA BAY	4,903,612	$4,552,348	$14,710,836	$122,585,376	$4,552,348	$2,276,174	$16,987,010	$14,710,836
29.	MEM	MEMPHIS	4,832,107	$4,832,107	$14,496,321	$120,797,843	$4,832,107	$2,416,054	$16,912,375	$14,496,321
30.	MCI	KANSAS CITY	4,719,511	$4,432,682	$14,158,533	$117,983,055	$4,432,682	$2,216,341	$16,374,874	$14,158,533
31.	IAD	WASHINGTON-DULLES	4,608,788	$4,360,712	$13,826,364	$115,215,091	$4,360,712	$2,180,356	$16,006,720	$13,826,364
		Sub-Total Large Hub	332,614,552	$254,744,930	$997,843,656	$8,315,031,185	$254,744,930	$127,372,469	$1,125,216,125	$997,843,656
32.	FLL	FORT LAUDERDALE	4,295,177	$4,156,865	$12,885,531	$107,375,130	$4,156,865	$2,078,433	$14,963,964	$12,885,531
33.	SJU	SAN JUAN	4,011,237	$3,972,304	$12,033,711	$100,276,914	$3,972,304	$1,986,152	$14,019,863	$12,033,711
34.	CVG	CINCINNATI	4,009,952	$3,971,469	$12,029,856	$100,244,790	$3,971,469	$1,985,735	$14,015,591	$12,029,856
35.	HOU	HOUSTON-HOBBY	3,847,079	$3,865,601	$11,541,237	$96,173,128	$3,865,601	$1,932,801	$13,474,038	$11,541,237
36.	CLE	CLEVELAND	3,757,170	$3,807,161	$11,271,510	$93,925,493	$3,807,161	$1,903,581	$13,175,091	$11,271,510
37.	RDU	RALEIGH	3,679,991	$3,756,994	$11,039,973	$91,996,095	$3,756,994	$1,878,497	$12,918,470	$11,039,973
38.	BNA	NASHVILLE	3,435,482	$3,598,063	$10,306,446	$85,883,615	$3,598,063	$1,799,032	$12,105,478	$10,306,446
39.	MSY	NEW ORLEANS	3,305,322	$3,513,459	$9,915,966	$82,629,703	$3,513,459	$1,756,730	$11,672,696	$9,915,966
40.	MDW	CHICAGO-MIDWAY	3,265,850	$3,487,803	$9,797,550	$81,642,984	$3,487,803	$1,743,902	$11,541,452	$9,797,550
41.	PDX	PORTLAND	2,953,240	$3,284,606	$8,859,720	$73,828,047	$3,284,606	$1,642,303	$10,502,023	$8,859,720
42.	SJC	SAN JOSE	2,872,912	$3,232,393	$8,618,736	$71,819,927	$3,232,393	$1,616,197	$10,234,933	$8,618,736
43.	IND	INDIANAPOLIS	2,569,385	$3,035,100	$7,708,155	$64,232,056	$3,035,100	$1,517,550	$9,225,705	$7,708,155
44.	SAT	SAN ANTONIO	2,516,140	$3,000,491	$7,548,420	$62,900,984	$3,000,491	$1,500,246	$9,048,666	$7,548,420
45.	DAL	DALLAS-LOVE FIELD	2,490,031	$2,977,020	$7,470,093	$62,248,285	$2,977,020	$1,488,510	$8,958,603	$7,470,093
46.	PBI	WEST PALM BEACH	2,489,035	$2,952,873	$7,467,105	$62,223,386	$2,952,873	$1,476,437	$8,943,542	$7,467,105
47.	BDL	HARTFORD	2,476,907	$2,974,990	$7,430,721	$61,920,198	$2,974,990	$1,487,495	$8,918,216	$7,430,721
48.	DAY	DAYTON	2,395,740	$2,922,231	$7,187,220	$59,891,104	$2,922,231	$1,461,116	$8,648,336	$7,187,220
49.	ONT	ONTARIO	2,375,797	$2,909,268	$7,127,391	$59,392,549	$2,909,268	$1,454,634	$8,582,025	$7,127,391
50.	SNA	ORANGE COUNTY	2,214,060	$2,804,139	$6,642,180	$55,349,286	$2,804,139	$1,402,070	$8,044,250	$6,642,180
51.	ABQ	ALBUQUERQUE	2,115,825	$2,819,604	$6,347,475	$52,893,509	$2,819,604	$1,409,802	$7,757,277	$6,347,475
52.	OGG	KAHULUI	2,026,019	$2,732,899	$6,078,057	$50,648,449	$2,732,899	$1,366,450	$7,444,507	$6,078,057
53.	OAK	OAKLAND	1,931,298	$2,620,344	$5,793,894	$48,288,519	$2,620,344	$1,310,172	$7,104,066	$5,793,894
54.	AUS	AUSTIN	1,925,226	$2,616,397	$5,775,678	$48,128,725	$2,616,397	$1,308,199	$7,083,877	$5,775,678
55.	MKE	MILWAUKEE	1,912,997	$2,660,376	$5,738,991	$47,823,012	$2,660,376	$1,330,188	$7,069,179	$5,738,991
56.	SMF	SACRAMENTO	1,872,044	$2,581,829	$5,616,132	$46,799,228	$2,581,829	$1,290,915	$6,907,047	$5,616,132
57.	CMH	COLUMBUS	1,846,261	$2,565,070	$5,538,783	$46,154,679	$2,565,070	$1,282,535	$6,821,318	$5,538,783
58.	BUF	BUFFALO	1,822,029	$2,549,319	$5,466,087	$45,548,903	$2,549,319	$1,274,660	$6,740,747	$5,466,087
59.	RNO	RENO	1,631,045	$2,425,179	$4,893,135	$40,774,094	$2,425,179	$1,212,590	$6,105,725	$4,893,135

(Figures correspond to 1988 total enplanements and estimated FY 1990 AIP entitlements.
Please see footnotes below for explanation of columns)

NO.	LOC	AIRPORT NAME	1988 TOTAL ENPLANEMENTS	1990 EST. AIP ENTITLEMENTS	PFC ($3) REVENUE/1	PFC BONDING POWER/2	DOT/FAA PFC PLAN- AIP ENTITLEMENTS RETURNED/3	AOCI/AAAE PFC PLAN- AIP ENTITLEMENTS RETURNED/4	TOTAL ANNUAL PFC PLUS AIP REVENUE AOCI/AAAE PLAN	TOTAL ANNUAL PFC PLUS AIP REVENUE DOT PLAN
60.	ORF	NORFOLK	1,594,914	$2,401,694	$4,784,742	$39,871,255	$2,392,371	$1,200,847	$5,985,589	$4,794,065
61.	SYR	SYRACUSE	1,576,878	$2,389,971	$4,730,634	$39,420,373	$2,365,317	$1,194,986	$5,925,620	$4,755,288
62.	BUR	BURBANK	1,524,987	$2,356,242	$4,574,961	$38,123,150	$2,287,481	$1,178,121	$5,753,082	$4,643,723
63.	RSW	FORT MYERS	1,513,799	$2,348,969	$4,541,397	$37,843,461	$2,270,699	$1,174,485	$5,715,882	$4,619,668
64.	OKC	OKLAHOMA CITY	1,510,789	$2,347,013	$4,532,367	$37,768,214	$2,266,184	$1,173,507	$5,705,874	$4,613,197
65.	TUS	TUCSON	1,435,301	$2,297,946	$4,305,903	$35,881,090	$2,152,952	$1,148,973	$5,454,876	$4,450,898
66.	ELP	EL PASO	1,430,463	$2,294,801	$4,291,389	$35,760,145	$2,145,695	$1,147,401	$5,438,790	$4,440,496
67.	ANC	ANCHORAGE	1,422,048	$2,289,331	$4,266,144	$35,549,778	$2,133,072	$1,144,666	$5,410,810	$4,422,403
68.	TUL	TULSA	1,368,845	$2,254,749	$4,106,535	$34,219,756	$2,053,268	$1,127,375	$5,233,910	$4,308,017
69.	JAX	JACKSONVILLE	1,352,442	$2,244,087	$4,057,326	$33,809,698	$2,028,663	$1,122,044	$5,179,370	$4,272,750
70.	ROC	ROCHESTER	1,307,677	$2,214,990	$3,923,031	$32,690,617	$1,961,516	$1,107,495	$5,030,526	$4,176,506
71.	LIH	LIHUE	1,280,807	$2,197,525	$3,842,421	$32,018,894	$1,921,211	$1,098,763	$4,941,184	$4,118,736
		Sub-Total Medium Hub	93,362,201	$115,431,105	$280,086,603	$2,333,961,663	$113,772,292	$57,715,593	$337,802,196	$281,745,496
72.	PVD	PROVIDENCE	1,113,059	$2,088,488	$3,339,177	$27,825,362	$1,669,589	$0	$5,427,665	$3,758,077
73.	OMA	OMAHA	1,106,978	$2,084,536	$3,320,934	$27,673,303	$1,660,467	$0	$5,405,470	$3,745,003
74.	SDF	LOUISVILLE	1,089,305	$2,073,048	$3,267,915	$27,231,536	$1,633,958	$0	$5,340,963	$3,707,006
75.	ALB	ALBANY	1,046,751	$2,045,388	$3,140,253	$26,167,728	$1,570,127	$0	$5,185,641	$3,615,515
76.	GSO	GREENSBORO	1,004,204	$2,017,733	$3,012,612	$25,104,096	$1,506,306	$0	$5,030,345	$3,524,039
77.	BHM	BIRMINGHAM	992,640	$2,010,216	$2,977,920	$24,815,007	$1,488,960	$0	$4,988,136	$3,499,176
78.	RIC	RICHMOND	922,265	$1,964,472	$2,766,795	$23,055,703	$1,383,398	$0	$4,731,267	$3,347,870
79.	LIT	LITTLE ROCK	894,413	$1,946,368	$2,683,239	$22,359,431	$1,341,620	$0	$4,629,607	$3,287,988
80.	SRQ	SARASOTA	874,825	$1,933,636	$2,624,475	$21,869,750	$1,312,238	$0	$4,558,111	$3,245,874
81.	KOA	KAILUA	849,542	$1,917,202	$2,548,626	$21,237,700	$1,274,313	$0	$4,465,828	$3,191,515
82.	GEG	SPOKANE	777,596	$1,870,437	$2,332,788	$19,439,122	$1,166,394	$0	$4,203,225	$3,036,831
83.	GUM	GUAM	754,340	$1,855,321	$2,263,020	$18,857,746	$1,131,510	$0	$4,118,341	$2,986,831
84.	DSM	DES MOINES	748,195	$1,851,327	$2,244,585	$18,704,127	$1,122,293	$0	$4,095,912	$2,973,620
85.	CHS	CHARLESTON	718,478	$1,832,011	$2,155,434	$17,961,232	$1,077,717	$0	$3,987,445	$2,909,728
86.	STT	ST. THOMAS	689,853	$1,813,404	$2,069,559	$17,245,635	$1,034,780	$0	$3,882,963	$2,848,184
87.	PWM	PORTLAND,MAINE	689,631	$1,813,260	$2,068,893	$17,240,085	$1,034,447	$0	$3,882,153	$2,847,707
88.	GRR	GRAND RAPIDS	658,926	$1,793,302	$1,976,778	$16,472,491	$988,389	$0	$3,770,080	$2,781,691
89.	COS	COLORADO SPRINGS	654,070	$1,790,146	$1,962,210	$16,351,096	$981,105	$0	$3,752,356	$2,771,251
90.	ICT	WICHITA	647,843	$1,786,098	$1,943,529	$16,195,427	$971,765	$0	$3,729,627	$2,757,863
91.	TYS	KNOXVILLE	628,869	$1,773,765	$1,886,607	$15,721,096	$943,304	$0	$3,660,372	$2,717,069
92.	MAF	MIDLAND	609,917	$1,761,446	$1,829,751	$15,247,315	$914,876	$0	$3,591,197	$2,676,322
93.	ISP	ISLIP	602,813	$1,756,828	$1,808,439	$15,069,722	$904,220	$0	$3,565,267	$2,661,048
94.	LGB	LONG BEACH	587,663	$1,746,981	$1,762,989	$14,690,987	$881,495	$0	$3,509,970	$2,628,476
95.	CAE	COLUMBIA	584,303	$1,745,664	$1,752,909	$14,606,991	$876,455	$0	$3,498,573	$2,622,119
96.	GSP	GREENVILLE	584,303	$1,744,800	$1,752,909	$14,606,991	$876,455	$0	$3,497,709	$2,621,255
97.	LBB	LUBBOCK	583,946	$1,744,565	$1,751,838	$14,598,066	$875,919	$0	$3,496,403	$2,620,484
98.	MDT	HARRISBURG	571,782	$1,722,300	$1,715,346	$14,293,978	$857,673	$0	$3,437,646	$2,579,973
99.	ITO	HILO	556,995	$1,727,047	$1,670,985	$13,924,318	$835,493	$0	$3,398,032	$2,562,540
100.	BOI	BOISE	545,120	$1,719,328	$1,635,360	$13,627,455	$817,680	$0	$3,354,688	$2,537,008
101.	SAV	SAVANNAH	534,413	$1,712,368	$1,603,239	$13,359,791	$801,620	$0	$3,315,607	$2,513,988
102.	HRL	HARLINGEN	512,898	$1,698,384	$1,538,694	$12,821,937	$769,347	$0	$3,237,078	$2,467,731
103.	BGR	BANGOR	500,901	$1,690,586	$1,502,703	$12,522,024	$751,352	$0	$3,193,289	$2,441,938
104.	BTV	BURLINGTON	466,595	$1,603,147	$1,399,785	$11,664,408	$699,893	$0	$3,002,932	$2,303,040
105.	TLH	TALAHASSEE	450,480	$1,561,248	$1,351,440	$11,261,550	$675,720	$0	$2,912,688	$2,236,968
106.	DAB	DAYTONA BEACH	444,487	$1,545,666	$1,333,461	$11,111,731	$666,731	$0	$2,879,127	$2,212,397
107.	AMA	AMARILLO	440,621	$1,535,615	$1,321,863	$11,015,084	$660,932	$0	$2,857,478	$2,196,547
108.	FAT	FRESNO	439,641	$1,533,067	$1,318,923	$10,990,585	$659,462	$0	$2,851,990	$2,192,529
109.	LEX	LEXINGTON	432,059	$1,513,353	$1,296,177	$10,801,043	$648,089	$0	$2,809,530	$2,161,442
110.	HSV	HUNTSVILLE	431,919	$1,512,989	$1,295,757	$10,797,543	$647,879	$0	$2,808,746	$2,160,868
111.	MSN	MADISON	431,345	$1,511,497	$1,294,035	$10,783,194	$647,018	$0	$2,805,532	$2,158,515
112.	JAN	JACKSON	427,950	$1,502,670	$1,283,850	$10,698,322	$641,925	$0	$2,786,520	$2,144,595
113.	PSP	PALM SPRINGS	406,823	$1,447,896	$1,220,469	$10,170,168	$610,235	$0	$2,668,365	$2,058,131
114.	CRP	CORPUS CHRISTI	405,793	$1,445,062	$1,217,379	$10,144,419	$608,690	$0	$2,662,441	$2,053,752
115.	BTR	BATON ROUGE	399,562	$1,428,861	$1,198,686	$9,988,650	$599,343	$0	$2,627,547	$2,028,204
116.	PNS	PENSACOLA	397,701	$1,424,023	$1,193,103	$9,942,127	$596,552	$0	$2,617,126	$2,020,575
117.	ABE	EASTON	394,025	$1,414,465	$1,182,075	$9,850,231	$591,038	$0	$2,596,540	$2,005,503
118.	MOB	MOBILE	387,086	$1,396,424	$1,161,258	$9,676,763	$580,629	$0	$2,557,682	$1,977,053
119.	STX	ST. CROI	386,340	$1,394,484	$1,159,020	$9,658,114	$579,510	$0	$2,553,504	$1,973,994
120.	CID	CEDAR RAPIDS	382,351	-$1,384,113	$1,147,053	$9,558,393	$573,527	$0	$2,531,166	$1,957,640
121.	SBN	SOUTH BEND	363,951	$1,336,273	$1,091,853	$9,098,411	$545,927	$0	$2,428,126	$1,882,200
122.	CAK	AKRON	361,923	$1,331,000	$1,085,769	$9,047,713	$542,885	$0	$2,416,769	$1,873,885
123.	SHV	SHREVEPORT	351,824	$1,304,742	$1,055,472	$8,795,248	$527,736	$0	$2,360,214	$1,832,478
124.	GCN	GRAND CANYON	350,252	$1,300,655	$1,050,756	$8,755,950	$525,378	$0	$2,351,411	$1,826,033
125.	ROA	ROANOKE	348,296	$1,295,544	$1,044,888	$8,707,052	$522,444	$0	$2,340,432	$1,817,988
126.	HPN	WHITE PLAINS	335,743	$1,262,932	$1,007,229	$8,393,239	$503,615	$0	$2,270,161	$1,766,547
127.	FWA	FORT WAYNE	321,806	$1,226,696	$965,418	$8,044,820	$482,709	$0	$2,192,114	$1,709,405
128.	ACY	ATLANTIC CITY	315,057	$1,209,148	$945,171	$7,876,110	$472,586	$0	$2,154,319	$1,681,734
129.	MLI	MOLINE	312,348	$1,202,105	$937,044	$7,808,338	$468,522	$0	$2,139,149	$1,670,627
130.	MLB	MELBOURNE	311,938	$1,201,039	$935,814	$7,798,130	$467,907	$0	$2,136,853	$1,668,946
131.	SBA	SANTA BARBARA	308,756	$1,192,766	$926,268	$7,718,591	$463,134	$0	$2,119,034	$1,655,900
132.	CHA	CHATANOOGA	305,043	$1,183,112	$915,129	$7,625,770	$457,565	$0	$2,098,241	$1,640,677
133.	TOL	TOLEDO	298,012	$1,164,831	$894,036	$7,450,082	$447,018	$0	$2,058,867	$1,611,849
134.	BIL	BILLINGS	296,883	$1,161,896	$890,649	$7,421,778	$445,325	$0	$2,052,545	$1,607,221

(Figures correspond to 1988 total enplanements and estimated FY 1990 AIP entitlements.
Please see footnotes below for explanation of columns)

NO.	LOC	AIRPORT NAME	1988 TOTAL ENPLANEMENTS	1990 EST. AIP ENTITLEMENTS	PFC ($3) REVENUE/1	PFC BONDING POWER/2	DOT/FAA PFC PLAN- AIP ENTITLEMENTS RETURNED/3	AOCI/AAAE PFC PLAN- AIP ENTITLEMENTS RETURNED/4	TOTAL ANNUAL PFC PLUS AIP REVENUE AOCI/AAAE PLAN	TOTAL ANNUAL PFC PLUS AIP REVENUE DOT PLAN
135.	MYR	MYRTLE BEACH	269,267	$1,090,094	$807,801	$6,731,406	$403,901	$0	$1,897,895	$1,493,995
136.	CRW	CHARLESTON, WV	268,193	$1,087,302	$804,579	$6,704,557	$402,290	$0	$1,891,881	$1,489,592
		Sub Total Small Hub	35,880,907	$103,735,170	$107,642,721	$896,986,794	$53,821,361	$0	$211,377,891	$157,556,531
137.	LNK	LINCOLN	258,908	$1,063,161	$776,724	$6,472,441	$388,362	$0	$1,839,885	$1,451,523
138.	JNU	JUNEAU	258,596	$1,062,350	$775,788	$6,464,641	$387,894	$0	$1,838,138	$1,450,244
139.	EUG	EUGENE	256,038	$1,055,699	$768,114	$6,400,694	$384,057	$0	$1,823,813	$1,439,756
140.	EVV	EVANSVILLE	251,657	$1,044,308	$754,971	$6,291,173	$377,486	$0	$1,799,279	$1,421,794
141.	MRY	CARMEL	251,311	$1,043,409	$753,933	$6,282,524	$376,967	$0	$1,797,342	$1,420,376
142.	GRB	GREEN BAY	248,126	$1,035,128	$744,378	$6,202,902	$372,189	$0	$1,779,506	$1,407,317
143.	MHT	MANCHESTER	247,331	$1,033,061	$741,993	$6,183,028	$370,997	$0	$1,775,054	$1,404,058
144.	FAI	FAIRBANKS	242,326	$1,020,048	$726,978	$6,057,908	$363,489	$0	$1,747,026	$1,383,537
145.	FSD	SIOUX FALLS	238,867	$1,011,054	$716,601	$5,971,436	$358,301	$0	$1,727,655	$1,369,355
146.	SGF	SPRINGFIELD	236,331	$1,004,461	$708,993	$5,908,039	$354,497	$0	$1,713,454	$1,358,958
147.	AGS	AUGUSTA	230,545	$989,417	$691,635	$5,763,394	$345,818	$0	$1,681,052	$1,335,235
148.	MBS	BAY CITY	229,910	$987,766	$689,730	$5,747,520	$344,865	$0	$1,677,496	$1,332,631
149.	ASE	ASPEN	228,154	$983,200	$684,462	$5,703,622	$342,231	$0	$1,667,662	$1,325,431
150.	AZO	KALAMAZOO	226,579	$979,105	$679,737	$5,664,248	$339,869	$0	$1,658,842	$1,318,974
151.	TRI	KINGSPORT	226,430	$978,718	$679,290	$5,660,524	$339,645	$0	$1,658,008	$1,318,363
152.	AVP	WILKES BARRE	225,516	$976,342	$676,548	$5,637,674	$338,274	$0	$1,652,890	$1,314,616
153.	LAN	LANSING	223,874	$972,072	$671,622	$5,596,626	$335,811	$0	$1,643,694	$1,307,883
154.	FAY	FAYETTEVILLE	216,446	$952,760	$649,338	$5,410,934	$324,669	$0	$1,602,098	$1,277,429
155.	AVL	ASHEVILLE	216,027	$1,107,670	$648,081	$5,400,459	$324,041	$0	$1,755,751	$1,431,711
156.	MGM	MONTGOMERY	212,897	$943,532	$638,691	$5,322,212	$319,346	$0	$1,582,223	$1,262,878
157.	PIA	PEORIA	210,810	$938,106	$632,430	$5,270,039	$316,215	$0	$1,570,536	$1,254,321
158.	MFE	MCALLEN	202,363	$916,144	$607,089	$5,058,873	$303,545	$0	$1,523,233	$1,219,689
159.	GNV	GAINESVILLE	198,782	$906,833	$596,346	$4,969,351	$298,173	$0	$1,503,179	$1,205,006
160.	PIE	ST.PETERSBURG	198,516	$714,906	$595,548	$4,962,701	$297,774	$0	$1,310,454	$1,012,680
161.	ILM	WILMINGTON, NC	198,122	$905,117	$594,366	$4,952,852	$297,183	$0	$1,499,483	$1,202,300
162.	FAR	FARGO	196,393	$900,622	$589,179	$4,909,629	$294,590	$0	$1,489,801	$1,195,212
163.	BGM	BINGHAMPTON	194,497	$895,692	$583,491	$4,862,231	$291,746	$0	$1,479,183	$1,187,438
164.	GSN	SAIPAN	178,238	$853,419	$534,714	$4,455,772	$267,357	$0	$1,388,133	$1,120,776
165.	PSC	PASCO	175,007	$805,740	$525,021	$4,375,000	$262,511	$0	$1,330,761	$1,068,251
166.	ORH	WORCESTER	171,700	$836,420	$515,100	$4,292,328	$257,550	$0	$1,351,520	$1,093,970
167.	CMI	CHAMPAIGNE	170,937	$834,436	$512,811	$4,273,254	$256,406	$0	$1,347,247	$1,090,842
168.	ERI	ERIE	170,487	$833,266	$511,461	$4,262,005	$255,731	$0	$1,344,727	$1,088,997
169.	MSO	MISSOULA	169,948	$831,865	$509,844	$4,248,530	$254,922	$0	$1,341,709	$1,086,787
170.	GJT	GRAND JUNCTION	164,473	$884,398	$493,419	$4,111,661	$246,710	$0	$1,377,817	$1,131,108
171.	EYW	KEY WEST	163,974	$816,332	$491,922	$4,099,186	$245,961	$0	$1,308,254	$1,062,293
172.	RAP	RAPID CITY	162,409	$812,263	$487,227	$4,060,063	$243,614	$0	$1,299,490	$1,055,877
173.	MKK	MOLOKAI	160,860	$808,236	$482,580	$4,021,339	$241,290	$0	$1,290,816	$1,049,526
174.	ATW	APPLETON	160,044	$806,114	$480,132	$4,000,940	$240,066	$0	$1,286,246	$1,046,180
175.	RST	ROCHESTER, MN	155,663	$794,724	$466,989	$3,891,419	$233,495	$0	$1,261,713	$1,028,219
176.	MFR	MEDFORD	146,423	$770,700	$439,269	$3,660,429	$219,635	$0	$1,209,969	$990,335
177.	DET	DETROIT CITY	142,579	$760,705	$427,737	$3,564,332	$213,869	$0	$1,188,442	$974,574
178.	VPS	VALPARAISO	140,430	$755,118	$421,290	$3,510,610	$210,645	$0	$1,176,408	$965,763
179.	ACK	NANTUCKET	136,729	$745,495	$410,187	$3,418,088	$205,094	$0	$1,155,682	$950,589
180.	CHO	CHARLOTTESVILLE	135,855	$743,223	$407,565	$3,396,239	$203,783	$0	$1,150,788	$947,006
181.	SPI	SPRINGFIELD, IL	133,666	$737,532	$400,998	$3,341,516	$200,499	$0	$1,138,530	$938,031
182.	FNT	FLINT	133,207	$736,338	$399,621	$3,330,042	$199,811	$0	$1,135,959	$936,149
183.	GTF	GREAT FALLS	131,667	$732,334	$395,001	$3,291,543	$197,501	$0	$1,127,335	$929,835
184.	BIS	BISMARCK	131,552	$732,035	$394,656	$3,288,668	$197,328	$0	$1,126,691	$929,363
185.	BLI	BELLINGHAM	129,085	$725,621	$387,255	$3,226,996	$193,628	$0	$1,112,876	$919,249
186.	ITH	ITHACA	128,274	$723,512	$384,822	$3,206,722	$192,411	$0	$1,108,334	$915,923
187.	BFL	BAKERSFIELD	126,901	$719,943	$380,703	$3,172,398	$190,352	$0	$1,100,646	$910,295
188.	JAC	JACKSON HOLE	125,369	$715,959	$376,107	$3,134,100	$188,054	$0	$1,092,066	$904,013
189.	LFT	LAFAYETTE	119,157	$700,744	$357,471	$2,978,806	$178,736	$0	$1,058,215	$879,480
190.	ELM	ELMIRA	118,804	$698,890	$356,412	$2,969,981	$178,206	$0	$1,055,302	$877,096
191.	SUX	SIOUX CITY	118,152	$697,195	$354,456	$2,953,682	$177,228	$0	$1,051,651	$874,423
192.	DLH	DULUTH	117,861	$696,439	$353,583	$2,946,407	$176,792	$0	$1,050,022	$873,231
193.	BZN	BOZEMAN	117,115	$694,499	$351,345	$2,927,758	$175,673	$0	$1,045,844	$870,172
194.	KTN	KETCHIKAN	116,474	$692,832	$349,422	$2,911,734	$174,711	$0	$1,042,254	$867,543
195.	CWA	MOSINEE	114,863	$688,644	$344,589	$2,871,460	$172,295	$0	$1,033,233	$860,939
196.	PHF	NEWPORT NEWS	114,654	$688,100	$343,962	$2,866,235	$171,981	$0	$1,032,062	$860,081
197.	FYV	FAYETTEVILLE, AR	114,330	$687,258	$342,990	$2,858,136	$171,495	$0	$1,030,248	$858,753
198.	MLU	MONROE	108,741	$672,727	$326,223	$2,718,416	$163,112	$0	$998,950	$835,839
199.	OAJ	JACKSONVILLE, NC	108,583	$672,316	$325,749	$2,714,466	$162,875	$0	$998,065	$835,191
200.	HTS	ASHLAND, KY	106,199	$666,117	$318,597	$2,654,869	$159,299	$0	$984,714	$825,416
		Sub Total Non Hub	11,245,762	$34,192,170	$33,737,286	$281,132,804	$16,868,643	$0	$67,929,456	$51,060,813
		GRAND TOTAL	473,103,422	$528,103,463	$1,419,310,266	$11,827,112,447	$439,207,234	$185,088,062	$1,762,325,668	$1,508,206,496

Notes to AOCI/AAAE and DOT/FAA Plans

1. Passenger Facility Charge (PFC) revenues are based upon a $3.00 per passenger enplanement fee.

2. PFC bonding power assumes a 8.0% interest rate and 15 year term to maturity. It represents the estimated total borrowing power which can be supported by the annual revenues raised by a $3.00 PFC to repay debt service.

3. The DOT/FAA PFC Plan calls for a $0.50 giveback of AIP passenger entitlements for every $1 of PFC earned by the airport, not to exceed the total amount of entitlements received. Airports that impose a $3.00 PFC and enplane more than 5 million passengers would give up all of their entitlement funds.

4. The AOCI/AAAE PFC Plan limits the maximum giveback for airports imposing PFCs to 50% of total passenger entitlements for large and medium hub airports. Small and non-hub airports would retain 100% of their entitlements.

ATTACHMENT V

Comments on FAA Satellite Activities and a Caution

In the satellite area, FAA should accelerate efforts to bring the Global Navigation Satellite System to reality as a fully autonomous "sole-means" navigation system, to serve the U.S. and the world both enroute and at every airport runway end with autonomous, high integrity, rapid failure-warning, high-accuracy navigation. The potential benefits of this technology with respect to added safety and increased system capacity are enormous. Work to establish the capabilities and benefits of satellite-based surveillance and communications over land areas working hand-in-hand with terrestrial systems without burdensome additional avionics requirements is needed.

We strongly support FAA's efforts to bring into being the Global Navigation Satellite System (GNSS) and encourage the U.S. to do everything possible to create a system by which users can take advantage not only of the GPS satellites being implemented by the U.S. but also the navigation satellites of other nations, notably those of the USSR GLONASS system.

The capability to use a multiplicity of satellites will allow major safety and integrity benefits to be achieved, especially in the application of these systems to airports. GNSS offers high promise of providing high quality non-precision approach accuracy, and perhaps even better, to any runway end in the world without a requirement for ground aids. This capability can bring a whole new dimension of safety and capability to literally thousands of airports in the world which could not in any other way expect to achieve high quality terminal area or final approach navigation guidance.

FAA has requested funds to implement "ground integrity" facilities in the U.S. which would help provide for timely system failure warning to aircraft and other GPS users. We believe that this procurement should not be undertaken until several alternatives are thoroughly examined. The recommendations of ICAO and much of the user community with respect GNSS is to achieve a fully autonomous, sole-means navigation system **not dependent on ground augmentation**. This is important for two crucial reasons, i.e. to permit the valuable navigation service to be available in parts of the world unable to provide ground-based augmentation facilities, and second because it is philosophically wrong, as a general proposition, to create a conditional dependence of a navigation service on presence of a communications channel.

FAA's planning for ground augmentation may be appropriate as an interim measure until the full GNSS system is available, but even so the approach proposed to be taken by FAA may not be the best approach from the standpoint of optimum spectrum utilization and the cost of the capability in aircraft receivers.

We urge that, before proceeding with procurement of such ground augmentation facilities, FAA study the alternatives in the face of the goal of a fully autonomous system, and consult with the industry and the user community on the best ways to proceed.

ATTACHMENT VI

Excerpt from the Coalition of Aviation Association's R,E&D Reauthorization Testimony

FAA REALIGNMENT

R,E&D funding, if defined in the usual FAA budget line item terminology, has fared quite well in the last few years, rising to nearly $200 million for one year, and is still at a quite substantial level (the FAA FY-91 request is for $190 million).

The problem was that for a number of years this money did not go into research or development. In the wake of the NAS Plan announcement in 1982, the money was allocated to the necessary and expensive engineering design work for the NAS Plan elements; -- important, but not R&D in the valid definition of seeking and exploiting innovation to improve the FAA system.

Real R&D practically disappeared. Worse, the organizational will and the organizational entity to carry out real R&D withered because, in a shrinking FAA work force, people were needed to carry out the NAS Plan work and nothing else. While elaborate R&D plans were published for several years in a row, the resemblance between the plans and the actual result-oriented work was small.

In the hearings on the 1990 FAA R,E&D budget, several witnesses reported positive signs of hope for progress. This year, while the effort is still in its infancy and the rate of recovery has been slow, there is important organizational progress:

- The new FAA "realignment" appears to show management is serious about re-establishment of a meaningful development capability in FAA after the catastrophic decline during the NAS Plan years.
- Establishment of a sensible, perhaps definable, division between System Engineering and Programs and NAS Development and a little simplification in the maze of far-too-many organizational boxes is promising.
- Putting essentially all technical development activity into one organization is important.
- Recognizing the need for a System Design Group made up of the "best and the brightest" to integrate the essential efforts and search for realistic innovation is a major step.
- The decision to establish peer groups of experts to advise FAA on the several major thrusts of its R,E&D effort.

We believe the FAA "realignment" represents both a dedication to improving the R&D process in FAA, and an organizational arrangement which can work. There remains a crucial personnel problem: The present FAA leadership has recognized, as we have, that the attempts under previous administrations to substitute large numbers of outside contractors for qualified FAA people has left FAA without the technical resources to manage even the best of those contractors. There is a growing recognition that there is an absolute requirement for a small but highly-qualified and capable corps of technologists who are FAA insiders.

The FAA "realignment" mentions the need for increasing the technical strength of FAA. The Administrator apparently has some new flexibility in moving people internally. There is potential for hiring some high-skill outsiders for short periods, but the major problem still needs to be solved. The long-term deterioration of FAA's capabilities has decreased the pool of competent journeymen to a tiny number. This problem is not unique to FAA but must be attacked as a serious problem of aviation.

ATTACHMENT VII

Requirements for Airport Capacity Technology Work

In selecting the elements of needed effort the Industry Task Force on Airport Capacity Improvement and Delay Reduction chose to concentrate on tasks which show promise of yielding increases in the direct, intrinsic, maximum achievable capacity of an airport complex. (This selection casts no negative reflection on other necessary FAA R&D work, but identifies the tasks which are considered to have the highest payback in terms of direct, full-time airport/terminal area capacity).

The specific recommendations of the industry through the Industry Task Force have emphasized tools and procedures for the reduction in lateral or longitudinal spacing requirements, tools to permit the reduction in required wake vortex spacing, the ability to provide independent arrival or departure streams, and the ability through automation to reduce inter-arrival variability. These projects will provide direct capacity increases essentially full time, right at the cutting edge where the requirements are.

We urge that Congress appropriate funds (and earmark them specifically for airport capacity technology by the definition given above) as follows for FY-91 for the most essential capacity technology work:

Completion of Development, Installation, Demonstration, Procedure Development and Validation of High Data Rate and Medium Data Rate Sensor Systems for Closely Spaced Parallel and Converging Runway Reduced Minimums Operations	$6.0 million
Airspace Procedure Development, Simulation, Validation and Demonstrations for Triple/Quadruple Runway Simultaneous Operations, Reduced Minimums Converging Operations, Wet-Runway Reduced Minimums Operations, Establishment of Criteria and Specific Achievable Minimums Benefits from MLS Precision Curved/Segmented Approaches and Departures	$4.0 million
Development and Validation of Terminal Automation Tools, to achieve earliest possible stage-by-stage implementation of applications of "ghosting" (mirror imaging) applications, descent advisory, time-to-turn-to-final and final approach spacing advisory systems, and a terminal operations planner	$8.0 million
Reduction of the Capacity Reducing Impact of Wake Vortices, through development of automatic dynamic spacing adaptation, development and validation of wake vortex detection and avoidance sensors and renewed efforts at elimination of wake vortices at the aircraft source.	$4.0 million
Simulation Model Development and Validation	$2.0 million

Development and Validation of Minimum Performance Standards and Procedures for safe use of cockpit traffic displays in terminal operations	$0.4 million
Airport Surface Visual Control (Lighting) to permit efficient taxiway exit operations, development, validation and procedure development for stop bars and hold-short systems for runway entrances and ends	$1.2 million
Airport Surface Traffic Automation, utilizing earlier research and development to develop and demonstrate an airport surface surveillance, guidance and control system, implementable in steps and using the technologies used in the airspace system where practical	$4.0 million
Airport Capacity Enhancement Planning and Analysis	$1.5 million
	$31.1 million

This amount is the minimum need for a concerted attack on the capacity problem. Little if any of this is research; virtually all is development.

In addition, approximately **$5 million** of additional FAA Operations funding (or alternatively, R,E&D) is required to conduct planning and development analyses to assure optimal operation of the FAA system, by funding application of appropriate airport and system analytical tools, and supporting airport-specific task forces.

A minimum of approximately **$5 million** of additional R&D funding is necessary to conduct meaningful airport-related R&D, to enhance safety and to provide for product improvement on FAA's major investment in runways and pavements. (A proposal for well-focussed priority FAA R&D in this field has been supported by the Industry Task Force on Airport Capacity Improvement and Delay Reduction. (Att.3)

Virtually all the recommendations contained in this material deal with ideas and concepts which are well understood and which require energetic development and implementation. We believe a small amount of money should be devoted to the development of new ideas and new concepts by advanced thinkers in the field, and propose that Congress earmark **$0.5 million** for this purpose.

F&E funds will be required to achieve the gains promised by the R&D projects. Most of such funds have not yet been requested, but the above needs assume that FAA's request for F&E funding for a minimum of eight precision runway monitors will be favorably considered by Congress.

Congress will need to help FAA arrange to procure and implement these systems without procurement delays which could prevent use of these essential new systems until 1996-1997.

In summary we believe that for FY-91, a minimum total of $35.6 is needed for airport capacity technology work. If Operations funding of operations analysis work can not be found, a total R,E&D amount of $41.6 million capacity funding will be needed.

ATTACHMENT VIII

Priority Projects for Airport-Related Research and Development

The airport community has long advocated a solid research and development effort which, said most simply, provides for a modest but consistent effor of product improvement for the very large investment on airport runways an pavements. When one considers that over the past several years in the U.S alone, the taxpayers' investment in the Airport Improvement Program has been in the range of $1.25 to $1.50 billion per year, and perhaps 60 and 65% of that for airport pavement, a rational result-oriented product improvement R&D effort seems a wise investment.

For some months the AOCI Technical Committee worked to try to understand the needs and to formulate a set of recommendations for a tightly structured and result-oriented R&D effort of manageable scope. The AOCI Board of Directors has concurred in these recommendations. The Industry Task Force on Airport Capacity Enhancement and Delay Reduction has endorse these recommendations and has urged FAA work in the U.S. at a minimum level of approximately $4 million/year in contract funds on these concerns. AOCI hopes that other administrations and their research institutions will also undertake this kind of work.

Airport operators have examined current and proposed R&D activities in thi field, and have considered their own perceptions of problems encountered at their airports. We believe the following activities deserve particular attention:

1. Development and Agreement on a Universal Pavement Design in Conjunction with ICAO and Other States

Development, field validation and standardization of methodology for design, evaluation and testing of airport pavements in both moderate and extreme climatic conditions with consideration for aircraft traffic volume and mix.

Standard thickness criteria for new pavements, rigid and flexible

Unified design approach to slab layout

Unified design approach to load transfer mechanisms at transverse and longitudinal joints

Standard overlay thickness characteristics for defined load an serviceability criteria, for various base pavement designs and conditions

Consistent and validated design calculations and methods for asphalt overlays on rigid pavement; layered elastic analysis methods, valid accounting methods in designs for various base layer constructions.

Develop synthetic materials suitable for use as aeronautical pavement in order to reduce costs through improved performance, over an extended life, with minimized maintenance.

Develop standards for vertiport pavement to accommodate increased heat/blast for vectored-thrust VTOL aircraft.

Standard methodology for assessing impact of large and heavy-footpri aircraft on existing pavements, and on new pavements - a long-term item.

and , perhaps less urgently:

Standards for acceptable materials for cold weather protection and f overrun areas.

Standard acceptance criteria for inspection of materials and design/construction.

It will be necessary to develop a realistic coordinated effort involving a number of concerned agencies and airports on this project, and to assure recognition that extended monitoring and life testing will be required of typical designs. Retroactive examination of existing pavements to establish the relationship between design/construction and useful life wil be needed. It will further be necessary, in order for large-scale field testing to be useful, to grant waivers from normal practice.

2. A Universal Non-Destructive Testing Methodology

Development, validation and standardization of a non-destructive test method to assist in rating pavement bearing capacity for aircraft, and prediction of pavement life.

Develop a data collection system to non-destructively monitor pavement strength/lifecycle without disrupting airport operations.

3. Runway Friction Measurement Criteria and Relation to Aircraft Stoppin Distance

The long-standing need for a validated method for establishing required operational stopping distance for different aircraft types and wheel/tire characteristics, over the range of acceptable piloting techniques, vs. runway friction characteristics, remains a valid objective and should be actively pursued.

Definitive work should continue to develop criteria and standards for acceptable friction measuring devices, with the aim of achieving uniform world-wide agreement on measuring scales and their meaning.

4. Runway Rubber Removal and Friction Retention Methods

Research organizations should direct or undertake intensive, high-priority research into runway rubber removal methods. Of particular importance are the following elements:

The efficacy of various rubber removal methods for removing rubber (such as water at various intensities, chemicals, etc.)

The quantitative effect of the various rubber removal methods on different types of pavement.

Impact of climate or other regional conditions on rubber accumulation and removal, as well as pavement treatments or designs which avoid or retard rubber build-up.

Propensity of different rubber removal methods to polish the pavement or, conversely to improve friction characteristics.

Impact of different cleaning methods on runway grooves and groove performance.

Establishment of environmental impact, if any, of various rubber removal methods and the development of techniques for eliminating adverse effects.

Development of methods to speed up rubber removal.

Develop specifications and standards of effectiveness for de-ice, anti-ice, and snow control chemical agents.

Establish criteria to permit use of aircraft arrestor devices in lieu of runway overruns.

Convincing, statistically significant data on these conditions should be used to develop criteria for future standards.

5. Continued Directed R&D and Validation Testing for Improved Joint and Fixture Sealants and Other Maintenance Techniques

. Work to Increase World-Wide Standardization of Airport Airside Signage, Marking and Lighting with Special Emphasis on Incursion Prevention

7. Development of Standards and Criteria for Runway/Taxiway Surface Roughness

Standards are needed for surface roughness which take into account t dynamic behavior of the most critical aircraft expected to use the runway.

Maximum acceptable g-value design criteria need to be agreed for

- new or renovated runway designs

- maintenance planning

- operationally safe roughness limits requiring immediate action.

ATTACHMENT IX

1991 R&D FUNDING NEEDS FOR AVIATION SECURITY RECOMMENDATIONS

The FY 1991 Congressional submission of $26,362,000 for R&D in aviation security equipment and procedures, while a slight improvement over last year, still remains inadequate.

There are four major areas of aviation security which require concentrated R&D efforts: (a) explosives detection, with 1991 funding indicated at $22,615,000; (b) weapons detection, $1,899,000; (c) airport security, $1,249,000, and (d) systems integration, $599,000.

(a) **Explosives detection:** Most of what has been written about the FAA effort to develop thermal neutron analysis (TNA) explosives detection systems has pointed out their operational difficulties and physical limitations. The National Academy of Sciences report to FAA, due out shortly, not only will suggest that the operational realities of an airport environment requires that to be fully effective TNA should be mixed with several levels of complementary technology, but it will also note that practical applications of such new technology as vapor sensors, millimeter wave inspection, gamma ray absorption, and biotechnology may be no sooner than three-to-five years in coming.

Therefore, if we are truly serious about enhancing our short term ability to detect explosives, **the $22.615 million R&D budget item should be augmented by $5 million (22%) for a concentrated effort toward accelerated prototyping and testing.**

(b) **Weapons detection:** Several alternative hardware and software technologies are in the developmental stages, including magnetic resonance, new metal detectors, new x-ray techniques, and pattern recognition software. It is not reasonable to accelerate detection of the explosives threat while leaving an equally critical weapons threat unimpeded. In order to be bring new weapons detection solutions on-line as rapidly as possible, **we recommend the $1.899 million budget item be increased by $285,000 (15%).**

(c) **Airport security:** While FAA has made a laudable beginning with the demonstration program being conducted by Sandia National Laboratories at BWI Airport, it is still only a beginning. The BWI program will test several combinations of technologies, methods and procedures applicable to that airport, under their operational strictures and conditions.

While there will certainly be broader lessons to be learned from this experience, there remains in place what amounts to a federally-mandated trial-and-error security R&D program at 270 other airports: the rule requiring airports to install access control systems within 18 months.

Last year, AOCI recommended, and indeed, the FY90 DOT Appropriations Bill's report language directed that the FAA conduct operational testing of access control systems at four airports of varying size and complexity.

That directive from Congress was never undertaken.

One possible reason is lack of funding, which we suggest may still not be too late. Although some major airports have begun to implement their amended security plans, the constantly changing interpretations, explanations and clarifications of the requirements emanating from FAA are causing airports to revise their plans even as they are being installed. This underscores the point that the original requirement was poorly executed, and a significant amount of R&D remains necessary to implement a nationwide system of airport security which makes sense.

AOCI therefore recommends that Congress provide R&D funds in the amount of **$12 million to allow FAA to implement the mandated four-airport, 18-month pilot program** to identify, install and test airport security technology and procedures in an operational airport environment.

(d) **Systems Integration:** None of the above makes any sense until each is coordinated with all the others, as well as with additional concepts in both hardware and methodologies designed to strengthen the overall security system. This includes working with enhanced threat assessment procedures, as well as R&D into methods to contain explosions inside aircraft.

This process is necessary to be certain that while one threat is identified and contained, our attention is not diverted from another door being opened by the terrorist. In an effort to **expedite such integration, AOCI suggests raising the request by $300,000 (50%).**

STATEMENT OF THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA

The Associated General Contractors of America (AGC) represents more than 32,500 firms, including 8,000 of America's leading general contracting firms. These contractors perform more than 80 percent of America's contract construction of highways, bridges, commercial buildings, industrial, and municipal-utility facilities, and are responsible for the employment of more than 3,500,000 individuals.

AGC appreciates the opportunity to express its views on the major transportation issues facing the nation. As the nation's leading construction trade association, AGC is very concerned with adequate investment in our nation's surface transportation infrastructure to provide the foundation for continued economic prosperity and international competitiveness. AGC applauds this Committee for seeking public comment on 1991 funding for transportation programs.

Trends in Infrastructure Spending

AGC's primary concern is the state of the nation's infrastructure and the inability of the federal government to allocate sufficient resources to fully fund the promises made in the various authorization bills for infrastructure programs.

Within the jurisdiction of your Committee, there are three critical capital investment programs for which obligation ceilings are established each year. These programs - the federal-aid highway, airport improvement, and mass transit capital grants programs - are financed through self-supporting trust funds which do no contribute to the federal deficit. AGC urges that the federal government begin to address the very real needs in transportation by fully funding these programs.

With respect to the specific programs, AGC offers the following:

Federal-aid Highway Program

Of particular concern to AGC is the 1991 funding levels for the federal-aid highway program. The Administration's FY 1991 budget recommended an obligation ceiling of $12.013 billion, over $340 million less than authorized in the 1987 Surface Transportation and Uniform Relocation Assistance Act. AGC maintains that this level is totally inadequate to meet highway transportation needs.

A comprehensive study done by the American Association of State Highway and Transportation Officials entitled "The Bottom Line - A Summary of Surface Transportation Investment Requirements 1988-2020" shows that our nation faces a monumental challenge now and in the future to meet highway transportation needs. AASHTO's report identifies annual capital investment needs of $38 to $58.5 billion between now and the year 2020. This compares with 1988 spending of $30.7 billion by all levels of government.

All levels of government need to be spending more on highway transportation, and the federal government should be taking a leadership role. A first step in addressing these needs would be to substantially increase the obligation ceiling of the highway program.

Project 15

Recognizing the need for a larger program, AGC has joined the National Governors Association, U.S. Conference of Mayors, National League of Cities, Conference of State Legislatures and National Association of Counties in calling for a $15 billion obligation ceiling beginning in FY 1991 -- Project 15. AGC views the Project 15 proposal as a first step in addressing the tremendous highway needs of this country. The trust fund can support a higher program -- FHWA estimates as high as

$18 billion annually for a period of several years -- without triggering the Byrd Amendment which assures the program's solvency. AGC believes the proposal is fiscally responsible in that it begins to fully use the trust fund receipts -- both user fees and interest -- to make needed long term investments to enhance the future health of our economy and our international competitiveness.

Airport Improvement Program

AGC also believes that the levels proposed in the Administration's FY 1991 Budget for the airport improvement program fail to address the growing capacity problem we face with the nation's airport system. It is difficult to reconcile the fact that while air travel, and accompany airport use are increasing at a frantic pace, funding for the airport program remains static.

It is worth noting that the FY 1991 request of $1.5 billion is $200 million less than was authorized in the 1987 airport and airway reauthorization bill. It is also worth noting that the Aviation Trust Fund currently has an uncommitted balance in excess of $7.5 billion, which AGC recommends should be drawn down immediately to address the nation's aviation capacity crisis.

The Administration's FY 1991 budget proposal also calls for a 25 percent increase in the airline passenger ticket tax. With a surplus in the Aviation Trust Fund exceeding $7.5 billion, the Administration is asking for a user fee increase which would generate an additional $800 million per year. AGC would like to see the money, that has already been collected, spent for airport and air traffic control improvements prior to any discussion about an increase in aviation user fees.

Mass Transit Capital Grants Program

AGC recognizes the efforts of the Administration to focus FY 1991 federal transit assistance on maintaining the capital infrastructure of public transportation. However, the uncommitted balance in the transit account of the Highway Trust Fund has grown to more than $60 billion at a time when transit needs are increasing. As a first step in meeting the public transportation needs of this country, the federal government should begin to spend down the balance in the transit account of the Highway Trust Fund.

Removal of the Transportation Trust Funds from the Unified Budget

AGC believes that to keep faith with the users of this nation's highway and aviation systems who pay the "user-fees" to support the highway and airport programs, the Highway Trust Fund and Aviation Trust Fund should be removed from the unified budget and exempted from the Gramm-Rudman-Hollings law.

Trust fund receipts can be used for no other purpose than transportation improvements. Moreover, the Highway Trust Fund has the Byrd Amendment, which assures highway program solvency. Budget constraints and low obligation ceilings have permitted the balances in the trust funds to be used to mask a larger general fund deficit. The combined balances of the Highway and Aviation Trust Funds at the end of fiscal year 1990 are expected to exceed $32.5 billion. In reality, the balances are being "loaned" to other general fund programs, all in direct conflict with the spirit of the "user fee" concept.

Summary

AGC believes that this country is seriously underinvesting in its surface transportation infrastructure at a great cost to the nation in lost productivity, jobs and international competitiveness. The nation's transportation system is the arterial system by which the country's economic development is nurtured and supported. If the people of this country, both public officials and private citizens alike, continue to ignore the much-needed construction and rehabilitation of this nation's surface transportation systems, the country will pay many times over in lost economic opportunity now and in the future.

In closing, AGC believes increased investment in transportation infrastructure is critical to the continuing strength of our country's economy. AGC urges the Appropriations Committee to set as a high priority, a continued commitment to capital investment in the nation's surface transportation systems. AGC respectfully suggests that the Administration's highway, airport improvement, and transit budget proposals lack such a commitment and should therefore be rejected in favor of higher and more appropriate levels, as recommended in this statement.

CITY OF CHICAGO DEPARTMENT OF AVIATION

STATEMENT OF JAY R. FRANKE, COMMISSIONER

I am Jay Franke, Commissioner of Aviation for the City of Chicago. I would like to thank the Appropriations Subcommittee on Transportation for the opportunity to submit written comments regarding the needs of the Chicago airport system.

My comments deals with the most critical issue facing the aviation industry today--aircraft delay. I am specifically going to address the severe delay crisis facing Chicago's airports, particularly O'Hare International Airport. I will also focus on three areas in which the Subcommittee can assist our efforts to reduce delay:

1. Continuation of the Air Traffic Controller Pay Demonstration Project;

2. Support Funding for Chicago Facilities and Equipment Projects and;

3. Support Chicago's AIP Discretionary Goals.

Before addressing these areas, I would like to briefly describe the delay problem.

CHICAGO HAS THE WORST DELAY CRISIS OF ALL MAJOR AIR CARRIER AIRPORTS AND CONTRIBUTES TO THE NATIONAL DELAY PROBLEM

In my short tenure as Commissioner of Aviation for the City of Chicago, I have quickly realized that solving the delay crisis in Chicago must be the driving force in both City aviation and economic development policy. According to a 1989 Federal Aviation Administration (FAA) report, O'Hare Airport has the highest delay level of all U.S. commercial airports, with over 100,000 hours of annual aircraft delay. (See Attachment A) O'Hare is the only major air carrier airport that currently exceeds that threshold. Approximately one out of every eleven aircraft using O'Hare in 1989 experienced a delay of fifteen minutes or more, according to the FAA. And because O'Hare is the primary airport in the nation's hubbing system and a major international gateway, aircraft delay in Chicago translates into aircraft delays at other U.S. cities and abroad.

Unfortunately, many of the "official delay statistics" do not indicate the true delay problem. For example, the actual flight time from St. Louis to Chicago is about 45 minutes. If you examine the Official Airlines Guide (OAG) for scheduled flights from St. Louis to Chicago, you can catch a morning TWA flight which will get you to O'Hare in one hour and 8 minutes. If you take a TWA early evening flight, a peak aircraft operational time at O'Hare, you would be scheduled to arrive at O'Hare one hour and twenty-five minutes later. Whether the delay occurs in St. Louis or Chicago is not really the issue. The point is that the airlines, in response to growing delay levels, are building delay into their scheduled flight times to maintain a high level of "apparent" on-time performance. As a result, the real delay problem is blurred because of this and other types of masking practices. As an airport operator, this impairs my ability to determine the full extent of the delay problem.

In January 1989, a Chicago Delay Reduction Task Force was convened by the City and the FAA. In August of this year, the Task Force will issue a series of recommendations for reducing delay, as well as a comprehensive assessment of actual delay in Chicago and its causes. It is our goal to lift the fog on the delay crisis.

Aircraft delay at the Chicago airports is both a local and national problem. No one is more frustrated by this issue than the City of Chicago. The City, along with the airlines, has invested over $2 billion in the soon-to-be completed O'Hare Development Program. The goal of the program, an undertaking of over 90 separate capital projects since 1982, is to bring landside (terminal/roadway) capacity into balance with the real and underutilized airfield capacity at O'Hare. Despite this enormous investment in our aviation infrastructure, the FAA has not made a commensurate investment in their Chicago facilities, and a result, delay has grown.

While the City will continue to identify short and long term projects geared at reducing delay, it is evident that airport facilities are only part of the overall solution. For a variety of reasons, improvements to the air traffic control system have simply not kept pace with airport and aircraft improvements that should have increased capacity and efficiency. Not only have technological improvements been particularly slow to come to Chicago, but also, and more importantly, the O'Hare air traffic control tower (ATCT) and the Aurora Center have been understaffed chronically.

The evidence of these conditions is found throughout the FAA's report, System Safety and Efficiency Review -- Chicago O'Hare International Airport, dated September 15, 1988. Similar findings are anticipated to emerge from the Chicago Delay Reduction Task Force recommendations expected in August 1990. Chicago has long suspected that one reason for such "poor cousin" treatment is the High Density Rule (HDR)--the "slot" system--which conceals the most visible problems of congestion and delay by restricting air traffic. We believe the HDR has dampened complaints and pressure for corrections. Chicago fears that, historically, equipment that could have helped O'Hare has instead gone elsewhere, to places that do not have the HDR. In short, the FAA has focused more time, energy and resources into controlling and constraining air traffic at O'Hare than in solving their end of the delay problem via investments in personnel and equipment in Chicago.

I met with FAA Administrator Busey earlier this year to discuss our initial ideas about air traffic control improvements needed to begin a process of delay reduction. I have become increasingly confident in recent months that the FAA is committed to working aggressively to reduce aircraft delay in Chicago. This means not only fulfilling equipment and staffing requirements, but also altering the philosophical view of O'Hare as a "sacred cow" (because of our status as the world's busiest airport) in the air traffic control system--an FAA bias which has impeded the designation of O'Hare for technological demonstration projects since the seventies and permitted other airports to enjoy ATC procedural improvements long before they are ever introduced at O'Hare.

The FAA, the City, and the airlines are working closely and aggressively to identify ways to reduce delay. These solutions will necessitate local and federal, public and private, resources and cooperation. The balance of my testimony will focus on three specific areas the Subcommittee on Appropriations can assist our efforts to reduce delay:

1. Continuation of the Air Traffic Controller Pay Demonstration Project;

2. Support Funding for Chicago Facilities and Equipment Projects,and

3. Support Chicago's AIP Discretionary Goals.

CONTINUATION OF THE AIR TRAFFIC CONTROLLER PAY DEMONSTRATION PROJECT

Last year Congress approved a five year Air Traffic Controller Pay Demonstration Program to create an incentive for "full performance level" controllers to come to Chicago, and other difficult-to-staff centers, and thereby achieve full staffing levels. Approval of the program came as welcome news to the City of Chicago.

The O'Hare air traffic control center was one of the most severely affected FAA facilities during the PATCO strike of August 1981. Of the twenty-two "pacing" airports, (an FAA term that applies to those airports which account for 95 percent of the total delays incurred by air carrier aircraft) the Chicago Center and O'Hare Tower were the last to be released (March 1984) from emergency constraints imposed at the beginning of the strike. In October 1988, seven years after the PATCO crisis, continued understaffing at the Chicago facilities and five air traffic controller errors in as many days resulted in the FAA imposing new restrictions on arrivals at O'Hare and Midway Airports. Due to these restrictions, delays at Chicago airports grew, causing massive disruptions of national air carrier schedules, delayed and canceled flights, missed cargo operations and enormous passenger and business costs.

The 1988 FAA System Safety and Efficiency Review of O'Hare identified over 75 short and long term projects to upgrade air traffic control. Among its recommendations, the Study proposed the pay demonstration program. The O'Hare air traffic controller work force has been the best for many years, in spite of the chronic understaffing that has made their jobs all the more difficult. The 20% pay incentive was seen as necessary to continue to attract the best ATC talent into the high traffic level environment at O'Hare. This factor, along with the higher cost of living in the Chicago area and the local climate, has made it difficult to attract or keep the full performance level controllers needed to meet staffing requirements in Chicago.

Less than one year into the program, I am told by regional FAA officials that the program is making a difference. I also anticipate that the Chicago Delay Task Force will identify new air traffic procedures requiring additional personnel. As a result, continuation of the pay demonstration will be essential to achieve the staffing and proficiency levels necessary for implementing delay reduction measures.

I want to thank this Subcommittee for supporting this program last year. It is crucial that the program be continued in order to maintain stability, experience and staffing levels at Chicago ATC facilities. Specifically, we are requesting your support of a $25 million earmark for the FAA to continue the Air Traffic Controller Pay Demonstration Project. In addition to the Pay Demonstration project, it is also essential that PCS (permanent change of station) funds be made available to relocate personnel to Chicago and to back-fill at the locations they are leaving.

SUPPORT FUNDING FOR CHICAGO FACILITIES AND EQUIPMENT PROJECTS

As the Subcommittee begins examining Facilities & Equipment (F&E) and Research, Development and Engineering (RD&E) funding requirements, we request that the Subcommittee prioritize projects identified by the FAA that will aid in the reduction of delay in Chicago.

Through the Chicago Delay Task Force, the City is working closely with the FAA and the airlines to identify and assess the current causes of delay and to explore all possible options for delay reduction. The FAA's 1988 System Safety and Efficiency Review constituted a "quick look" identification effort for possible improvements to safety and efficiency. The Delay Task Force, on the other hand, is not only measuring and analyzing the causes of delay but is also quantifying the costs and benefits of well over 100 options for delay reduction. The study will produce a comprehensive action plan of both short and long term measures to reduce delay and enhance capacity. More importantly, we will be capable of focusing our investments on those improvements which will have the highest impact on delay reduction. We have imposed a deadline for completing the study effort. However, unlike most Delay Reduction Task Forces which disband once recommendations are made, we are proposing that our Task Force continue for an indefinite time period to pursue and monitor the implementation of the study's recommendations.

The Delay Task Force is examining three major areas for delay reduction: airfield/airport improvements, such as new runways; air traffic control procedural changes that will allow more efficient management of air traffic; and FAA equipment requirements which will define areas where technological advances can assist in air traffic management. We anticipate that the implementation of many of the procedural and technological changes being considered will be dependent upon the availability of additional FAA personnel. Our goal is not to produce a "pie in the sky" wish list, but rather to define a process which represents a real attempt by the City, FAA, and airline parties in Chicago to collectively tackle the delay problem felt nationwide. The ultimate success of our efforts will depend on the support of this Subcommittee in providing the funding for necessary F&E and RD&E projects.

Separate from the work of the Delay Task Force, the City is working with the FAA in siting and constructing a new Air Traffic Control Tower at O'Hare. Current facilities--built in 1971--are severely insufficient to meet growing personnel and equipment needs. Here again, we request your support and prioritization of the FAA's F&E funding requirements needed to implement this essential initiative.

SUPPORT CHICAGO'S 1991 AIP DISCRETIONARY PROJECTS

The final area I would like to address is our request for preferential report language for the City's 1991 AIP discretionary project goals. (See Attachments B and C). In 1991, the City plans to undertake several projects which will enhance overall airport capacity, offer delay reduction benefits, and improve airport safety and efficiency. Such projects score very well by the FAA's criteria for rating capacity projects. We believe that preferential report language from this Subcommittee will send an important message to the FAA that the Congress recognizes the importance of Chicago to the national air traffic system and that funding of corrective actions should be given the highest priority consideration.

Traditionally, Chicago's airports have received only nominal allocations of AIP discretionary dollars. From 1982 through 1987, O'Hare ranked 21 out of the top 24 airports in return of AIP discretionary funds per enplaned passenger. Despite modest gains in funding during the last two years, we believe an increase in federal discretionary funding is necessary to tackle the delay crisis in Chicago, and thereby help to reduce delay nationwide.

Chicago's capital needs will continue to grow as we enter into a new planning phase at O'Hare and Midway Airports for short-term delay reduction benefits, and at a new Chicago airport for long-term delay reduction. One thing is certain: we cannot presume that the airlines will continue to bear 99% of airport capital improvements costs as they have done in the $2 billion O'Hare Development Program (which was only 1% AIP-funded). Chicago's delay problem is a national problem; it is only reasonable and fair that a more equitable share of Trust Fund dollars derived from O'Hare passengers be returned to help solve the problem that costs passengers and businesses hundreds of millions of dollars each year. This Subcommittee has the opportunity to direct the FAA to use AIP funds where they are most needed and can produce the greatest national benefit.

CONCLUSION

We are committed to reducing delay and ensuring that Chicago's airports are an efficient and reliable pivot point in the national air transportation system. In the next year, we hope to have clearly defined the "real scope" of delay in Chicago, assessed the economic costs associated with such delay, and developed a comprehensive strategy for reducing delay. I would welcome the opportunity to come before the Subcommittee next year to update you on our efforts. We are confident that we are on the right track, and with your assistance, we believe that substantial progress can be made to ease the delay crisis we find ourselves struggling to overcome.

Again, thank you for permitting the City to submit written comments.

LETTER FROM HON. JILL LONG, U.S. REPRESENTATIVE FROM INDIANA

May 22, 1990

The Honorable Frank R. Lautenberg
Chairman
Subcommittee on Transportation
Committee on Appropriations
156 Dirksen Building
Washington, D.C. 20510

Dear Mr. Chairman:

A few weeks ago, I testified before the House Committee on Appropriations Subcommittee on Transportation to request assistance for needed improvements to Baer Field Airport in Fort Wayne, Indiana.

Baer Field Airport is currently in need of serious improvement. The combination of aging buildings and pavement and increased air traffic have resulted in the airport's steady deterioration. Baer Field is a 1940s airport expected to satisfy 1990s needs and must be improved if it is to meet post-World War II standards. Restoring Baer Field to a fully functional airport is of great concern to the citizens of Fort Wayne and the surrounding area. Many businesses in the region are dependent on the accessibility that Baer Field provides. Moreover, economic development of the Fort Wayne area is dependent on the continued safe, efficient, and effective use of the airport.

The people of the Fourth District of Indiana appreciate how vital Baer Field is to the well-being of area residents and commerce, and there has been substantial financial support from the State of Indiana and communities of the Fourth District. However, without further federal support, Baer Field cannot realize the repairs it needs.

I therefore would greatly appreciate it if you would include my testimony as part of the appropriate Subcommittee hearing record.

Thank you for your consideration.

With best wishes.

Sincerely,

Jill Long
JILL LONG
Member of Congress

STATEMENT OF CONGRESSWOMAN JILL LONG

Chairman Lautenberg and Members of the Subcommittee, thank you for the opportunity to testify on a matter that is very important to the people of northeastern Indiana and northwestern Ohio.

A few weeks ago, Fort Wayne Mayor Paul Helmke, City Councilman Charles Redd, County Commissioner Jack Worthman, and I testified before the House Committee on Appropriations Subcommittee on Transportation to request that Baer Field Airport, located in Fort Wayne, Indiana remain on the priority funding list and to ask that Subcommittee's assistance in providing funds for needed improvements. Similarly, I am want to inform you about the needs of Baer Field Airport.

Last year, Mayor Helmke, Councilman Redd, and I testified before the House Subcommittee on Transportation to bring attention to the fact that the runway and taxiways at Baer Field have been determined by the Federal Aviation Administration (FAA) to be in need of serious repair. At that time, Baer Field Airport was placed on the priority list for the first time in its history and has since received additional federal funding.

Mr. Chairman, Baer Field is classified as a small hub, primary scheduled transport airport, and it serves a population of more than 500,000 people. Ten scheduled passenger air carriers and three scheduled freight/cargo carriers currently serve Baer Field. These carriers account for approximately 700,000 air carrier passengers and 770 million pounds of cargo and freight annually.

In addition to housing commercial airlines, Baer Field is also the home of an Air National Guard unit that includes 25 military planes.

It has been estimated that the economic impact of Baer Field to the area's economy exceeds $100 million annually.

The airport was originally constructed during World War II and has had only limited capital improvements since that time. The runway and taxiways in need of repair are all more than fifty years old. They do not meet the design criteria for modern aircrafts nor for the current level of traffic.

Preliminary design estimates for major immediate funding needs at the airport include $3.2 million for the reconstruction of a central taxiway and $4.0 million for the reconstruction of the air carrier terminal apron to the taxiways, totalling $7.2 million required to make these necessary improvements.

Local funds for these improvements will be available. However, it is our hope that Baer Field Airport will remain on the priority funding list and will receive 90%, or $6.48 million, from the discretionary funds available.

Mr. Chairman and Members of the Subcommittee, I fully understand the budget constraints with which the Congress and the Administration are faced. However, this airport is a very important component of the economic base of northeastern Indiana and several counties of northwestern Ohio. To date, there are only limited funds in Indiana which may be available to move these important projects forward. However, it is my hope that with a coordinated approach, which includes federal assistance, we can work together to see that this airport in Indiana's second largest city is fully functional.

Mr. Chairman, with the Subcommittee's consent, I would like to submit two items for inclusion in the record. The first item is the Executive Summary of the Airport Master Plan for Baer Field, which was conducted to evaluate airport needs over the next twenty years. The second item is a letter that the four of us testifying on behalf of the Baer Field are sending today to Transportation Secretary Samuel Skinner asking for his support in granting discretionary funds for improvements needed at the Airport.

Finally, Mr. Chairman, I want to thank you for your time and consideration.

Executive Summary
Airport Master Plan for Baer Field
Fort Wayne, Indiana

The Master Plan for Baer Field was undertaken to address the needs of the airport over the next twenty years and to recommend uses of airport property which not only fulfill long-term aviation needs but can be used for non-aviation related revenue support. New issues in the aviation industry, many brought on by the deregulation of the commercial and air cargo airlines in the past decade, have resulted in the need to update previous planning efforts, and integrate other specialized evaluations which have been undertaken in recent years.

The study was initiated in June 1988, and was funded by the Fort Wayne Chamber of Commerce foundation. It has been undertaken concurrently with a federally funded study of Smith Field, which has examined that airport's ability to continue in the future as a reliever airport for the Fort Wayne area. However, at this time the Baer Field study is nearing completion, while the Reliever Study awaits further FAA review of airspace considerations. It is anticipated that the Reliever Study will be completed in the Spring of 1990.

The Airport Layout Plan for Baer Field (attached) graphically presents existing and ultimate airport layout, airport data, runway data, building/facility listings, ground contour elevations, and the general orientation of roads, drainage channels, and structures in the immediate vicinity of the airport. This drawing becomes the official guidance for the FAA, when approved by the Fort Wayne-Allen County Airport Authority and FAA, in making future decisions on funding of airfield improvements or other requests for development on the airport property. It is very important that the Airport Authority keep this drawing updated as facilities are added/deleted, or policies towards long-term development change. The ALP drawing has been prepared on a computer-aided drafting system which will allow the Airport Authority to continually update the drawing.

The recommendations of the master plan include the future development of a parallel runway, in the 5-23 orientation, located 3,800 feet southeast from the centerline of existing Runway 5-23. This runway will provide airfield capacity beyond the year 2000, and ultimately serve a midfield terminal area which would be developed between the new runway and existing northeast-southwest runway. The ALP reflects an ultimate entrance into the midfield area from the Fort Wayne Bypass. Taxiway development will facilitate efficient movement of aircraft to and from all existing and future runways. General aviation and corporate hangar development is projected to continue in the vicinity of the west ramp and in the northwest quadrant, adjacent to Runway 14-32. Land acquisition and resident relocations will be required to accommodate the future Runway 5R-23L and midfield terminal development, as will closure of a portion of Pleasant Center Road. The existing terminal area should be able to handle passenger growth through most of the 20-year forecast period, with minor reconfiguration and expansion.

A development schedule and cost summary has been summarized in the following table. Generally, many of the items in the first ten years of the plan deal with the rehabilitation and revitalization of existing facilities at Baer Field. In the later stages of the plan (years 10-20), a greater emphasis is placed on adding capacity at the airport to meet anticipated increases in passengers and operations. Two key points must be made with regard to the development program.

First, the staging of development projects is based upon the projected forecasts of activity included in the master plan (and priorities for rehabilitation of existing pavements already established by the Airport Authority). However, actual demand, or the needs established by specific demand levels, will vary from the forecasts. As a result, the staging of development should be viewed as only an estimate, or "best guess" of what will be needed, and when it will be needed. Projects should take place when the demand warrants, which may be earlier or later than the years presented in the following table.

Secondly, due to the conceptual nature of a master plan, implementation of recommended capital projects should occur only after further refinement of their costs through architectural and engineering analyses. The costs included in the following table have been escalated to reflect engineering design, and miscellaneous fees which can be expected on most projects. The estimates are in current dollars, with no inflationary adjustments to future years.

	STAGE I (1990-1994)	COST
1.	Construct Taxiway "C" Extension - (1990)	$ 6,775,000
2.	Reconstruct R/W 5-23 from B-1 to B-2 (with drainage, paving, lighting, and marking) (1990)	3,000,000
3.	Reconstruct T/W "A", A-2, and expand northwest side terminal apron (with drainage, paving, lighting, and marking, including R/W 23 Chevrons) (1990-91)	2,500,000
4.	Runway 5-23 electrical, signs, and vault work (1990)	1,274,000
5.	Reconstruct T/W "G", connectors Y-3 and Y-2 (with drainage, paving, lighting, and marking ADG-V) (1991)	3,200,000
6.	Reconstruct air carrier terminal apron to taxiways (with drainage, paving, lighting, marking) (1992)	4,000,000
7.	Reconstruct T/W "C" midfield. (1993)	1,600,000
8.	Install runway pavement sensors (Runway 5/23 and 14/32) (1993)	405,000
9.	Convert Runway 9-27 to taxiway/day VFR runway (1993)	1,150,000
10.	Reconstruct/overlay T/W "B" (1994)	5,350,000
11.	Develop perimeter road system (1994)	5,223,000
12.	Relocate ARFF/Public Safety facility (includes demolition of existing CFR) (1994)	2,020,000
13.	Improve terminal area access and roads & parking (1994)	*
14.	Taxiway connector 32 and 27 (Y-4 West) (1994)	1,060,000
15.	Initiate land acquisition program (1990-94)	2,000,000
16.	Modernize and expand terminal building (1994)	*
17.	Prepare Part 150 noise study (1994)	175,000
18.	Equipment purchases and general site development costs (1990-94)	1,000,000
19.	Drainage detention program (1994)	*
	STAGE I TOTAL	$38,789,000

	STAGE II (1995-1999)	
1.	Overlay and strengthen R/W 14-32	$ 3,710,000
2.	Construct high speed exit at T/W C2 intersection	634,000
3.	Relocate common-use cargo building	2,780,000
4.	Overlay Y-2 (East)	77,200
5.	Runway 5-23 overlay and strengthen (Midfield northeast)	611,000
6.	Extend Runway 14-32 and parallel taxiways, relocate road	(by others)
7.	Relocate light lane R/W 32 - remove pavement	327,000
8.	Reconstruct A-2 on southeast side of Runway 23	385,000
9.	Overlay and strengthen Taxiway "F"	117,000
10.	Reconstruct west ramp	3,500,000
11.	New access system to west GA	692,000
12.	Reconstruct north general aviation ramps	1,170,000
13.	Extend Taxiway "B" southwest	(by others)
14.	Extend water south for new crash/fire training facility	330,000

15.	Continue land acquisition program for new runway	2,000,000
16.	Equipment purchases and general site development costs	1,000,000
	STAGE II TOTAL	$17,333,200

STAGE III (2000-2009)

1.	Construct new parallel runway (5R-23L). 6,800' x 150' (with drainage, paving, lighting, marking)	$ 13,000,000
2.	Construct parallel taxiway for 5R-23L	9,490,000
3.	Install CAT I ILS to Runway 5R	1,208,000
4.	Extend Taxiway "G" northwest (incl. G-2 reconstruction)	3,883,000
5.	Overlay Runway 5-23 (B-1 to Midfield)	1,100,000
6.	Relocate VORTAC	506,000
7.	Extend Taxiway "G" southwest of "C"	3,340,000
8.	On-going land acquisition	7,168,000
9.	Access taxiways into new terminal area	3,670,000
10.	Relocate air traffic control tower	(by others)
11.	Extend Taxiway "B" northeast	2,990,000
12.	New terminal building, ramp parking, and infrastructure	*
13.	Perimeter Fencing	687,000
14.	Equipment purchases and general site development costs	1,000,000
	STAGE III TOTAL	$48,042,000
	GRAND TOTAL	$104,164,200

* Additional engineering/architectural analyses required to determine cost estimates.

NATIONAL AVIATION ASSOCIATIONS COALITION

STATEMENT OF JAMES D. GORMLEY, PRESIDENT, GENERAL AVIATION MANUFACTURERS ASSOCIATION

Mr. Chairman, I am James D. Gormley, President of the General Aviation Manufacturers Association. I am pleased to present the views of a coalition of National Aviation Associations, a broad-based group which shares a deep concern for aviation. Several Coalition members may also want to submit written statements for the record. The coalition members include the:

Aerospace Industries Association,
Air Line Pilots Association,
Airport Consultants Council,
Airport Operators Council International
Air Traffic Control Association,
Air Transport Association of America,
American Association of Airport Executives,
Electronic Industries Association
Experimental Aircraft Association,
General Aviation Manufacturers Association,
Helicopter Association International,
National Aeronautic Association,
National Air Transportation Association,
National Association of State Aviation Officials,
National Business Aircraft Association,
Regional Airline Association.

Their members, and the employees of their members, number in the millions. They cover the full aviation spectrum from inventors, engineers, repair stations, flight schools, air traffic controllers, manufacturers, state aviation officials, general aviation and airline pilots as well as local airport and airline executives. They, and the 450 million people who fly in the U.S. every year, pay the taxes levied for improving the airport and airway system and provide for our aviation infrastructure.

The National Aviation Associations Coalition has been involved in several major activities. Earlier this year, the Coalition members testified before the Public Works Aviation Subcommittee on a full range of Trust Fund Programs, and before the Ways and Means Committee in opposition to the Administration's proposed increases in federal aviation taxes. Just two weeks ago we testified before the House Appropriations Transportation Subcommittee and the Science and Technology T.A.M. Subcommittee on R,E & D reauthorization.

We share with this Subcommittee the deep concern for modernizing and expanding the capacity of the nation's air transportation system. We believe that the FAA's National Airspace System (NAS) Plan and a fully funded Airport Improvement Program (AIP) are critical to achieving that goal. Although some coalition members may differ on the timing, priority or scale of specific FAA programs, these differences of opinion do not lessen our overall support for fully funding capital investments in airways facilities which our nation needs.

The need to modernize and expand the capacity of the air transportation system grows more acute every day. Air traffic delays remain at unacceptably high levels at many locations. Our air traffic control system has many shortcomings. Airport capacity in many areas does not meet today's needs, much less the needs of future air travelers. The FAA has identified over $30 billion needed for AIP-eligible airport improvements and expansion over the next five years, and the GAO recently concluded that a similar amount may be necessary to complete air traffic control modernization.

In light of these pressing needs, we were pleased to see that the FAA's F&E budget request is 45 percent higher for FY 1991 than had been appropriated in FY 1990. We believe that these increases -- and even more -- are fully warranted. While we wholeheartedly support the levels of Facility and Equipment (F&E) spending requested, we are disheartened with the levels requested for the Airport Improvement Program (AIP). The FAA's obligation authority for airport grants should be at least at the authorized level of $1.8 billion. We cannot understand why the Administration would reduce this needed level by $300 million. The coalition applauds the increased R,E & D spending levels requested, particularly for projects supporting increased airport capacity, security and human factors. However, we have identified requirements in the $260 million range for each of the next five years.

Since 1982, several major NAS Plan projects were not fully funded, thus deferring appropriations needs into the future. Through FY 1990, for example, total NAS Plan appropriations ($8.8 billion) lag the cumulative authorizations ($11.7 billion) by $2.8 billion. We are now at the point where these past deferrals have come due. We must accommodate the "bow wave" of budget needs beginning in FY 1991 or face the likelihood of further delays.

Although this current "bow wave" has been caused by F&E needs, we are concerned that similar problems will occur with airport improvement funding if appropriations for AIP continue to fall below authorized levels. AIP requirements, if not met, could delay important airport safety and capacity improvements.

This situation was of concern to members of the authorizing committees in years past. As you know, they included a penalty clause in legislation that was designed to protect the dedicated user fees while stimulating timely expenditures for needed improvements. Through a combination of factors, appropriations have not always kept pace with congressionally-approved spending levels. You should know that the aviation user community strongly supports retention of the penalty clause as a reaffirmation of the intent of the Aviation Trust Fund. The user fees should not be squandered, simply because of delays in the acquisition and appropriations processes.

The NAS Plan, originally conceived in 1981, outlines the FAA's future F&E needs. Until 1986, the NAS Plan contained only the original 93 projects. Since then it has been updated with other capital and transition needs. Undoubtedly, the F&E requirements of the air traffic system will not stop when the original 93 projects are completed. The NAS Plan, therefore, must be an evolving document that is updated as new technology and needs arise.

We encourage this Subcommittee to become a strong proponent of civil aviation's use of selected military airfields. The fact is that civil use of existing and former military bases could offer immediate airport capacity gains in several metropolitan areas. However, unless the FAA is able to take a stronger role in securing joint-use agreements or in preserving for aviation use those bases about to be closed, these opportunities will be lost. We ask this Subcommittee, as we asked your House counterparts, to assure that the FAA actively and constructively works with DOD, the states and potential airport sponsors.

Because of a shortfall in FAA's Airport Services staffing levels, the FAA has been unable to complete development of a national airport capital improvement program -- an innovative, truly national approach to the programming of AIP funds developed in coordination with state and local airport planners. To focus the necessary resources on this effort, which brings a host of benefits to airport planning and funding, we ask that FAA be given the resources to complete this effort. Bringing this concept to fruition would provide a five-year blueprint for those airport projects determined to be of federal, state and regional significance.

We would also like to direct your attention to what we consider inadequate funding for the National Transportation Safety Board. The Board has received a net of only two additional positions in five years -- an increase from 324 to 326 employees. While we are pleased that the Bush Administration had approved an increase of 22 positions for FY 91, the second largest in the Board's history, we note that the Board had requested 381 employees. In light of the long period of only token increases, we think the committee should give strong consideration to substantially increasing the Board's FTE. Moreover, we encourage you to address the other revenue needs the Board requires for laboratory and investigative equipment to stay abreast of technological advancements found on new aircraft involved in major accidents.

We would like to thank the Committee for providing an opportunity to express the views of many National Aviation Associations on these critical issues.

FEDERAL HIGHWAY ADMINISTRATION FUNDING

STATEMENT OF THE AMERICAN TRUCKING ASSOCIATIONS, INC.

INTRODUCTION AND SUMMARY

The American Trucking Associations appreciates the opportunity to comment on the Fiscal Year 1991 budgets of the Department of Transportation and the Interstate Commerce Commission which pertain to motor carriers.

Trucking is the nation's largest freight transportation mode -- hauling more tons, employing more people, paying more taxes, and traveling more miles than any other mode. In 1988, the trucking industry, as a whole, earned $239.5 billion in gross freight revenue, representing 77.0 percent of our nation's freight bill and contributing five percent of the nation's Gross National Product. Motor carriers regulated by the Interstate Commerce Commission generated $66.5 billion.

The American Trucking Associations (ATA) is the largest trucking association in the country, representing over 4,000 trucking companies. Because it is a Federation with affiliated associations in every state and the District of Columbia, an additional 30,000 companies are represented through ATA. As such, ATA represents every type and class of motor carrier in the country, for-hire and private. As the national representative of the trucking industry, ATA is vitally interested in the appropriations of the two agencies which have a significant impact on the industry's economic well-being: The Department of Transportation and the Interstate Commerce Commission.

ATA supports the following program needs in the Department of Transportation/Federal Highway Administration budget:

* Fully fund the Federal-Aid Highway program;
* Develop a more proactive highway program which will meet demands well into the 21st Century;
* Conduct more truck and truck-related research;
* Eliminate costly paperwork burdens caused by state tax and registration nonuniformity;
* Establish a Motor Carrier Administration.
* Expand the oversight of international container movements;
* Encourage reciprocity in vehicle inspections;
* Rationalize the penalties for vehicle safety violations;

Our suggestions for the budget for the Interstate Commerce Commission cover two main concerns:

* Fully funding the Interstate Commerce Commission; and
* Requiring reporting from all regulated carriers who should report.

U.S DEPARTMENT OF TRANSPORTATION/FEDERAL HIGHWAY ADMINISTRATION

The U.S Department of Transportation's Federal Highway Administration (FHWA) administers the nation's highway systems, which are the lifeline of the trucking industry and consequently, the whole economic pulse of the nation. Commercial trucks contribute over 49 percent of the revenues in the Federal Highway Trust Fund, or $17 million per day. As a significant contributor, the trucking industry is concerned that FHWA does not intend to spend enough in FY 1991 to build and repair the nation's highways. The proposed budget calls for spending $13.4 billion, a reduction of 7.4 percent from $14.41 billion in fiscal 1990.

While ATA supports attempts to meet the Gramm-Rudman-Hollings targets, we are concerned that overall, DOT targets may be met at the expense of the Federal Highway program. Recent studies have dramatically documented the need to increase investments in our Nation's highway system. Congestion and poor road quality increasingly combine to drive up the costs of the motor carrier industry. As part of the need to re-invest in the interstate system, ATA would encourage the Subcommittee to recommend a highway obligation ceiling of $15 billion. This increase in the obligation ceiling would free up previously appropriated funds and would have minimal impact on the outlays for Fiscal Year 1991. Such an investment would contribute to the safety and mobility of road users as well as to limit the transportation costs of America's products.

In general, ATA believes that FHWA needs to take a more proactive stance on future highway needs. Too often discussion about future highway programs focuses on the process and mechanics for distributing money -- allocations, matching funds, etc. Questions about urban gridlock, improving the productivity of the highway system, better road design, traffic operations, incident management, and international and domestic trade are not asked enough.

We are encouraged by Secretary of Transportation Skinner's recently released National Transportation Policy. We believe that the policy establishes a sound basis from which Congress can address highway issues. We applaud the Subcommittee's interest in an aggressive pro-active highway program and look forward to working with the Secretary and the Subcommittee in implementing the plan.

RESEARCH

The proposed expenditures for transportation research and development total $422 million. Of this amount, $1.8 million has been designated for motor carrier safety research and development work within the Federal Highway Administration. By itself, this figure represents a mere 0.4% of the DOT total. Assuming that the trucking industry benefits, to some undetermined degree, from R & D expenditures at NHTSA and on IVHS to address congestion, total R & D expenditures benefiting trucking might reach $10 million or so -- still less than 2.5% of the DOT total and still outweighed by proposed expenditures for other transportation modes. For example, $17 million has been designated for railroad research and development expenditures by the Federal Railroad Administration, including $6.2 million for magnetic levitation and high speed rail (with another $3.5 million earmarked for "mag lev" research by the Army Corps of Engineers).

Going further, the FY 1991 budget includes the following description of the Federal Railroad Administration's "contractual support" program: "Contractual support is used to develop positions regarding structural industry changes such as mergers and to conduct internal studies dealing with traffic, economic forecasting, financial condition, labor management activities and other factors that contribute to an efficient national freight railroad network." The budget estimates that FRA spent more than $13.5 million on such "contractual support" activities during FY 1990.

Nowhere within the federal government are such expenditures being made to advance trucking productivity and technology. Given that more than 40% of intercity freight is carried by trucks, and that 77% of national expenditures on freight movements go for trucking services, there is a serious imbalance in direct trucking-related R & D expenditures in the Fiscal Year 1991 DOT budget.

STATE TAX UNIFORMITY

Section 19 of the Motor Carrier Act of 1980 required the Department of Transportation to complete a study on the problems motor carriers had with the lack of uniformity among the states. DOT estimated that nonuniformity in state highway taxation of the motor carrier industry was costing $1 billion a year. In 1985, DOT funded a study by the National Governors' Association (NGA) to find ways to eliminate or reduce this drain on the trucking industry and the economy. In 1987, NGA recommended that the states adopt an eight point program.

Unfortunately, the recommendations are being implemented too slowly. In 1985, it took 107 pieces of paper to operate a truck legally in all 48 contiguous states. Today, it still requires about 100. To accelerate the implementation of the NGA recommendations, FHWA issued a contract to the Trucking Research Institute to develop a training course for states to use in the implementation of the International Fuel Tax Agreement (IFTA), one of eight points of the NGA Consensus Agenda. This will provide a means by which the momentum of the NGA uniformity effort can be brought to fruition. Universal adoption of IFTA by the states will go a long way toward reducing the $1 billion paperwork burden. Congress should require FHWA to endorse the International Fuel Tax Agreement and push for its adoption with a date certain when all states must adopt it.

MOTOR CARRIER ADMINISTRATION

To implement the R & D program recommended above, ATA supports the creation of a Motor Carrier Administration within DOT. As noted at the beginning of this statement, trucking is the largest freight transportation mode -- hauling more tons, employing more people, paying more taxes, and traveling more miles than any other mode. Unfortunately, it is not fully represented at the DOT. Every other mode has a modal administrator; trucking does not. Equity demands that a trucking administration be established.

Furthermore, there is a tremendous need for such an administration to deal with the numerous issues which arise from motor carrier operations and which must be dealt with by the Federal government and by Congress.

While FHWA has tried to address the issues of trucking, its primary responsibility is in oversight of the states as they build and maintain highways on the Federal System. Not all problems in the trucking industry which need to be addressed by the Federal government are highway related, including:

- General state business taxes;
- Multistate income taxes of interstate drivers;
- Insurance/Tort Reform;
- Intermodal coordination;
- International trade, competition, and transportation;
- Quality and availability of labor; and
- Operational factors, such as driver fatigue and equipment design.

The increased annual cost resulting from a Motor Carrier Administration is only $2.4 million per year, according to a General Accounting Office report -- less than DOT spends in one hour for all its other programs. ATA respectfully suggests this Subcommittee earmark money for a Motor Carrier Administration, provided that authorizing legislation is enacted.

MULTIMODAL TRANSPORTATION

Historically, Congress and the Regulatory Agencies have viewed trucking as a domestic transportation mode, influenced little by international trade, competition, and transportation trends. However, the rapid growth of domestic and international containerization of freight in recent years has resulted in increasing numbers of shipping containers being transported over America's highways. As a result, the trucking industry finds itself an integral part of international commerce and multimodal transportation.

According to a recent study by FHWA of data compiled by the Journal of Commerce of import/export containers moving through the ports (called PIERS), one third of the containers are carrying cargoes at weights that could cause the vehicle transporting it to violate Federal vehicle weight laws. The containers are loaded on trucks without giving the trucker any indication that the shipment is overweight -- gross or axle. These overweight containers have the potential to increase damage to highway pavements and bridges and to impair vehicle performance, resulting in safety problems.

Overweight international containers -- both import and export -- have traditionally been viewed as a truck weight enforcement problem, primarily because they became illegal only when they were transported over the highway. Tickets for overweight containers are issued to the trucker even though the trucker has no control over the weight or loading of the container and may not be aware of the container weight. This practice is widespread across the continental U.S. and in the State of Hawaii, where overweight citations are based on axle weight.

In some cases, the trucker is forced to take an overweight container because of competitive pressures and the excess capacity which exists in this segment of the market. Interestingly, railroads do not want overloaded containers because of the safety implications and the capacity restraints of their equipment.

FHWA has taken the lead on the overweight container issue. To its credit, it recognizes that the trucker is not responsible for the overweights and that culpability must be directed at the party responsible -- the shipper. Unfortunately, the FHWA, as do other regulatory agencies, lacks authority to solve this problem, as well as other issues that arise out of multimodal transportation operations. As a result, these issues, although increasingly important, fall through the "bureaucratic cracks." For example, federal agencies cannot:

* Issue regulations which make the shipper responsible for overweight containers;

* Require shippers, both domestic and international, to indicate the actual weights of individual containers on standardized shipping documents;

* Require state uniformity for issuance of overweight container permits;

* Require ports and/or marine terminal operators to confirm declared shipment weights before import containers leave port property;

* Require owners of intermodal equipment, chassis and piggyback trailers, to provide inspected, well-maintained and appropriate running gear in accordance with new Federal annual vehicle inspection requirements; and

* Eliminate steamship freight rates which are currently based on container rates and not actual cargo weight.

These issues will not go away. As multimodal and international transportation activities increase, the problems will become worse. Therefore, we urge this Subcommittee to recognize the uniqueness of multimodal transportation needs and direct the DOT and FHWA to develop administrative and legislative recommendations which will solve the problems of overweights, permit non-uniformity and intermodal equipment inspections. In addition, this Subcommittee should consider the need for granting the DOT/FHWA statutory authority that is currently lacking and in effect, hindering resolution of several critical issues.

SAFETY

Congress passed the Surface Transportation Assistance Act (STAA) in 1982, which in addition to changing truck size, weight, and configuration limits, initiated the Motor Carrier Safety Assistance Program (MCSAP). Since the passage of the Act authorized funding for the program in FY 1984, this extremely successful federal - state partnership to reduce commercial motor vehicle accidents has received increased funding levels every year to its present level in FY-90 of $60 million. For FY 1991 the FHWA proposed budget again includes an obligation limitation of $60 million for Motor Carrier Safety Grants and an additional $40.7 million in motor carrier safety funding to support an increase in Federal safety investigators and support personnel. The $40.7 million represents a 22 percent increase over FY 1990 and brings the proposed budget allocation for motor carrier safety to over $100 million. This increased funding is necessary because the program covers not only the inspection of vehicles, but also the cargo (especially hazardous materials) and the driver. In addition, MCSAP money is being used to implement the CDL.

ATA has been a supporter of the MCSAP program from its inception and continues to believe that increased funding will provide a positive impact on motor carrier safety on the nation's highways. However, we believe that increased funding should be directed towards providing more effective and uniform training for inspectors charged with the responsibility of inspecting commercial motor vehicles. ATA also believes that these inspectors should continue to focus enforcement on all commercial vehicles (10,001 or more GVWR) as currently defined in the Federal Motor Carrier Safety Regulations.

There needs to be increased emphasis placed on insuring that all enforcement officers who inspect commercial motor vehicles have received an appropriate level of certified and uniform training. This training will guarantee that an inspection conducted in one state is the same as the inspection which will be received in another state. This is not the case throughout the country today.

The motor carrier industry is being required to submit to a host of different types of inspections conducted at every type of location from a modern garage-type facility to a narrow shoulder of a secondary state highway. These inspections are being conducted by a variety of inspectors some of whom have received hundreds of hours of intense mechanical and safety training. However, inspections are also being conducted by inspectors who after a three day safety regulation program begin stopping trucks to inspect complex mechanical components of modern commercial motor vehicles. Congress should encourage a more effective system of federally sponsored training which will upgrade and improve the skill level of all inspectors so that the quality of inspectors and inspections will improve.

DOT should work within the states to ensure that state enforcement programs under MCSAP which require the adoption of regulations compatible with the Federal Motor Carrier Safety Regulations are continued. The recommendations of the Commercial Vehicle Safety Review Panel concerning uniform motor carrier safety regulations should be adopted as swiftly as possible and the strong sanctions imposed on states which do not comply should be enforced.

Also in the area of uniformity, DOT should be urged to continue to support the activities of the Commercial Vehicle Safety Alliance (CVSA) in dealing with the problem of uniform fines and sanctions for motor carrier safety violations. The problem of states and localities charging widely varying fines for the same violations has reached epidemic proportions. CVSA is aware of the problem and has begun to address it. We encourage the Subcommittee to direct FHWA to do all that it can to urge states to adopt the recommended maximum fine schedule being developed by CVSA.

Another area in which an increase in highway safety funding would have a major impact is complete and timely implementation of the licensing standards for commercial drivers. To date, the states have accomplished a great deal on the legislative front with forty states having passed Commercial Driver's

License legislation conforming to federal standards. However, many states are having a difficult time implementing the Commercial Driver's License Information System (CDLIS), the national computer network designed to greatly improve the state's ability to transmit driver information. Many states have data processing systems that are antiquated and which need substantial upgrading before CDLIS communication can be established. Several states maintain that this process will bear a cost that may be very difficult to digest, especially when combined with the implementation of a bio-metric identifier (which Congress mandated in the Truck and Bus Safety Regulatory Reform Act of 1988). Currently, several states are running drivers through the CDL tests but are unable to issue a full CDL because they are not yet "on-line" with the network. Issuance of a CDL without CDLIS communication is technically a violation of federal law.

While many states are struggling with CDLIS implementation, ATA opposes any attempt to increase the statutory time frames allowed for the states to fully implement the Commercial Driver's License program.

Finally, ATA supports the proposed budget increase of $5 million over FY 1990, to a level of $36.5 million for Railroad Safety. The proposed railroad user fees, estimated to raise $20 million in FY 1991 and to be used to help offset the cost of railroad safety activities, are long over due. However, we believe the level of the user fees could be greatly increased when compared to the levels that other transportation modes pay for services and facilities provided by the government. In general, railroad safety could be dramatically improved with the implementation of self-policing initiatives such as the Commercial Driver's License in the trucking industry. Investment in safety does not come cheaply, but the payoff is invaluable.

INTERSTATE COMMERCE COMMISSION

Since the Motor Carrier Act of 1980, there has been much discussion and controversy as to whether the trucking industry should be fully deregulated. Attempts have been made to deregulate the industry both administratively and legislatively. Both have failed. Other attempts have been made to sunset motor carrier regulation by decreasing the budget of the Interstate Commerce Commission. ATA supports the continued economic regulation of the trucking industry. However, if the motor carrier industry is to be deregulated, it should be done through proper legislative channels and not through the budget process. In the meantime, the ICC still has a Congressional mandate to regulate the industry. Furthermore, recent appointments have apparently changed the nature of the ICC. After a decade of being run by those whose chief goal was the destruction of the agency, the new administration has expressed its intent to concentrate instead on the running of the agency and the implementation of Congress's mandate. To fulfill these responsibilities, the agency will need funding for staff and facilities. We urge the Subcommittee to fully fund the ICC so that it can carry out the duties mandated by the Congress.

The American Trucking Associations is very appreciative of the efforts by this Subcommittee to assure that the ICC fulfills its Congressional mandate to collect and disseminate motor carrier data to monitor the impact of regulatory and economic changes on the industry. This includes data reporting requirements for all Class I and Class II motor carriers, quarterly reports that provide meaningful interim data, and the use of a Uniform System of Accounts. Because of the Subcommittee's interest in the past, the ICC has retained quarterly and annual reporting on an abbreviated report forms. This keeps the data while simultaneously reducing the carriers' paperwork burden and cost of reporting. However, the ICC's reporting requirements remain deficient as some large carriers continue to avoid any reporting. This is especially true for carriers which have come into being since deregulation and by now have grown substantially in revenues.

Newly authorized carriers start off in the Class III category, meaning annual revenues of less than a million dollars annually. The ICC does not collect annual reports from such small carriers. However, once a carrier passes the $1 million revenue threshold, and stays above $1 million for three consecutive years, it leaves the Class III group and should begin filing annual reports at least. The problem is the ICC relies on voluntary reporting by the carrier of its change in Class status, and carriers either forget this reporting rule or ignore it. Hence, a great number of actual Class I and II carriers avoid reporting while others, historically classified as Class I or II, must file reports.

To indicate the scope of the problem, a comparison of carriers by revenue size from ATA's National Motor Carrier Directory against the ICC's records of Class I and II carriers shows huge discrepancies. The 1988 data in ATA's National Motor Carrier Directory showed 2,452 for-hire carriers of a Class I size. The Commission's records show 889 Class I carriers. The National Motor Carrier Directory shows 7,379 Class II carriers compared to the ICC's 1,179 Class II carriers. The National Motor Carrier Directory shows far fewer Class III carriers than the ICC's 37,182.

We acknowledge that the National Motor Carrier Directory is not the definitive source for motor carrier revenue data. Likewise, we have not analyzed the National Motor Carrier Directory records for carriers having three consecutive years of revenues above PPI-adjusted revenue thresholds, which are the ICC's classifying rules. Nevertheless, the size of the discrepancy between the National Motor Carrier Directory and the ICC's official records is too large to be explained by these factors alone. We are convinced that a significant number of carriers above reporting thresholds simple do not report to the ICC because they have neither been instructed to report, nor have they volunteered.

ATA filed a petition with the ICC to institute a rulemaking on this matter in September of 1989. This petition asks that the ICC simply collect three figures from Class III carriers -- annual revenues for each of the last three years -- for the purpose of reclassification. The ICC has not acted on this rulemaking. ATA urges this Subcommittee to direct the ICC to require its annual and quarterly reporting requirements apply equally and fairly to all significant carriers in the industry.

CONCLUSION

ATA urges Congress to provide the DOT and ICC with appropriations adequate to enable them to fulfill their mandated responsibilities in an efficient, reasonable, and expeditious manner.

For DOT and FHWA budgets, our primary concern is that spending is being reduced at a time when the need for infrastructure investment has never been greater.

We believe the Federal Government should do more to reduce the burdens on interstate commerce created by state non-uniformity in taxes, vehicle inspections and fines.

We are convinced that a Motor Carrier Administration would enable Congress and the Executive Branch to make well-founded and properly directed legislative and regulatory decisions affecting truck and bus transportation.

We are concerned that as the United States joins the worldwide global economy, our ability to effectively control overweight and unsafe container traffic is limited unless there are substantial changes in the mandate of the FHWA.

Finally, we consider truck research and adequate data to be the keys to improved truck safety and productivity. Therefore, we urge the Subcommittee to expand the funding for truck related research and require data reporting by all regulated carriers.

ARKANSAS-MISSISSIPPI GREAT RIVER BRIDGE AUTHORITY

STATEMENT OF CHARLES DEAN AND L.W. "BILL" CLARK, COCHAIRMEN

Mr. Chairman, we are Charles Dean and L. W. "Bill" Clark, Co-Chairmen of the Arkansas-Mississippi Great River Bridge Authority. This Authority was established by compact legislation passed by the legislatures of both Arkansas and Mississippi and ratified by the United States Congress in 1986. The Authority's purpose has been to assess the feasibility of the construction of a highway and/or railroad bridge across the Mississippi River at Rosedale, Mississippi.

Through an appropriation from the U.S. Congress, the Authority hired the respected firm of Howard Needles Tammen and Bergendoff to conduct the feasibility study on the project. The engineering firm conducted the study in association with Hammer, Siler, George Associates to assess the economic benefit of the project because the Congress recognized the need to study the bridge for economic development purposes. The intent of the project has been since its inception to assess the transportation and economic development potential the bridge could have on, perhaps, the most impoverished region of the United States.

The feasibility report was completed and submitted to the Great River Bridge Authority for review in November 1989. The Authority, after careful consideration, selected Option 2 of the Highway Bridge Options with the bridge being constructed with the main Mississippi River span built to allow future expansion capabilities for additional highway lanes or a rail crossing. The cost of the selected option is $124.4 million with an average benefit/cost ratio of 6.44 to 1.

The proposed bridge project will address interconnecting the primary Federal Highways, U.S. 61 on the Mississippi side with U.S. 65 on the Arkansas side. This interconnecting will be a valuable asset to the Great River Road system paralleling the Mississippi River in both states, both for tourism and economic development of the area. The report reflects a national transportation impact along with regional development.

The project's direct local impact area consists of eighteen counties - nine in Arkansas and nine in Mississippi. The unemployment rate of the area is 12.2 percent well above the national average of 6 percent. Twenty-two percent of the region's personal income derives from transfer payments. Of the total, approximately $450 million annually is from various public assistance programs including medicaid food stamps and AFDC. This welfare figure is shocking when compared to the total construction cost of $124.4 million.

New jobs resulting from the project are estimated at 1,000 - 3,000 construction jobs and 3,017 - 7,740 permanent jobs. It can be assumed that many of these jobs will be filled by under - or unemployed persons and, thereby, eliminate part of the need for the voluminous amount of federal welfare funds transferred to the area. The study estimates this figure to be at least 20 percent. The potential savings in public assistance alone in one year is well over half of the cost of the total project. This savings alone should make the bridge an investment worthy of consideration.

The Federal Highway Administration has stated its position against the Great River Bridge Project based on existing traffic counts and did not even consider the economic development potential. In addition to those benefits referenced above, there are many more to be considered. The project area is heavily dependent on federal funds through welfare programs. In addition to these, our area is dependent on federal dollars for education, health care facilities, water and sewer systems, etc. The increase in the tax base that would result from the construction of the bridge could lessen our reliance on these federal funds as well. Realistically speaking, the savings of these federal dollars can be counted twice because we would be generating tax producing jobs and facilities and also eliminating dependence on federal programs by a great number of these people.

The Arkansas-Mississippi Great River Bridge Authority urges the Committee to fully review the Study and its recommendations. We feel that this project will not only be a valuable asset to the future transportation network of the Nation, but also allow a depressed area of our country to begin to become a vibrant factor in the economies of same. This section of the Mississippi River Delta has an abundance of natural and human resources, but desperately needs a push in transportation facilities to arrive at its full potential. We feel that this bridge project can be the catalyst to bring these dreams to fruitation. We urge Congress to accept this study on its merits, not only on traffic counts, but on the economic impact, both on a local and national basis.

In closing, the Authority expresses its appreciation to the Congress for recognizing the potential of the Great River Bridge Project when it ratified the compact legislation and when it appropriated funds for the study. The foresight that Congress has shown with this project, as well as establishing the Lower Mississippi Delta Development Commission, illustrates that these projects continue to build the foundation of this country by providing the infrastructure needed to spark economic growth. The Great River Bridge Authority recommends continuation of this project; the Lower Mississippi Delta Development Commission is certain to recommend it; and we urge favorable consideration by the Congress.

We appreciate the opportunity to testify here today and thank you for your consideration.

LETTER FROM H. JEROME BUTLER, P.E., ASSOCIATE, HOWARD NEEDLES TAMMEN & BERGENDOFF

Mr. Bill Clark
Mr. Charles Dean
Co-Chairmen
Great River Bridge Compact Authority
Third Street at Pearman Road
P. O. Drawer 490
Cleveland, Mississippi 38732

April 19, 1990

Re: Written Testimony to Subcommittees on Transportation
and Related Agencies
Committee on Appropriations
United States Senate
U.S. House of Representatives

Gentlemen:

HNTB, as design consultant for the Great River Bridge, offers the following comments in support of proceeding with further study of the Great River Bridge.

1. The directive from Congress recognized the uniqueness of this multi-modal bridge and its location in the economically distressed Delta region and required a study to evaluate the benefits to be derived from such a project. Our 1989 report reflects traditional highway user benefits and indicates an excellent benefit/cost ratio in support of economic development in the Delta. For the option selected by the Authority, a very positive benefit/cost ratio of over 4/1 is forecast.

   In addition to the direct short-term benefits that would occur during the three-year construction period, specific long-term local benefits are projected to include expansion of existing industrial establishments, recruitment of new industries, higher levels of commercial travel and tourism, and expansion of the regional transportation industry. As a result, both employment and income levels can be expected to rise in the Delta region. The degree to which this occurs will depend upon whether a highway only or a combined highway/rail bridge is constructed.

2. In addition to local benefits, regional and national benefits are possible depending on future potential uses of the bridge such as: defense access routes; future rail development; movement of hazardous materials; access to proposed wayport; and shipment of goods to other areas and modal terminals.

3. Funding a project of this magnitude from local sources is beyond the capabilities of the Arkansas and Mississippi Highway programs. Based on current Federal Highway Administration apportionment formulas, demonstration funds may be the best way to attain equity and finance this needed facility.

When Congress established the Great River Bridge Compact in 1986, it had some reason to believe this bridge could promote economic development. The result of the 1989 study supports this concept and justifies continued pursuit of this objective.

Very truly yours,

HOWARD NEEDLES TAMMEN & BERGENDOFF

H Jerome Butler

H. Jerome Butler, P.E.
Associate

STATEMENT OF BROTHER WILSON, PRESIDENT, CLEVELAND-BOLIVAR COUNTY CHAMBER OF COMMERCE

Mr. Chairman, I am Brother Wilson and I presently serve as President of the Cleveland-Bolivar County Chamber of Commerce, as well as a member of the Arkansas-Mississippi Great River Bridge Authority. This Authority was established by compact legislation passed by the legislatures of both Arkansas and Mississippi and the United States Congress in 1986. The Authority's purpose is to assess the feasibility of the construction of a combination highway/railroad bridge across the Mississippi River at Rosedale, Mississippi.

Transportation is often the most critical site selection factor for manufacturing and distribution firms seeking new locations. The lack of adequate transportation networks in rural America hinders job creation daily.

The project area of the proposed Great River Bridge is, perhaps, the poorest region in the United States. The project impact area consists of eighteen counties in Arkansas and Mississippi where the unemployment averages 12.2 percent compared to the nation's average of 6 percent. Per capita income of this region for 1986 was $8,859 compared to $14,609 for the nation. In addition, 22 percent of the region's personal income derives from transfer payments compared to the United States total of 14 percent.

The project area has been devastated in terms of employment opportunities and population loss resulting from the mechanization of agriculture. Farm employment which was the leading source of jobs for the area has fallen 63 percent from 1969 to 1986. Many people have left the area seeking employment elsewhere while many remain unemployed.

With this massive loss of jobs, our community was left looking for industrial and other jobs, but without the proper infrastructure to attract them. The local communities have worked and continue to do everything within their means to make the necessary improvements to attract industry. For example, in Bolivar County we have built a port complex on the Mississippi River and three industrial parks. We have also developed water and sewer systems for industrial expansions and have made improvements to our airport. Unfortunately, we do not have the resources to develop our existing highway network and to build a bridge to give us access across the river.

The Great River Bridge Authority has reviewed the feasibility study on the bridge project and selected a plan that yields a very positive cost/benefit ratio -- 6.00 to 1. A synopsis of the benefits is as follows:

*Construction of the bridge would result in a temporary increase in local employment, income, business revenues and sales taxes during the construction period.

*Improved accessibility would allow existing businesses to be more competitive by cutting production and distribution costs, which could in turn increase both the economic and geographic markets.

*Improved accessibility will make the region more competitive with other locations in recruiting new industry. The study estimates the creation of some 7,000 new manufacturing jobs for the project impact area. These jobs would, in turn, stimulate the creation of another 4,410 non-manufacturing jobs.

*The bridge would increase tourism and travel-related business in the region. The consultants estimate an increase of $5 million in Bolivar and Desha Counties alone.

*The bridge will provide an alternate route for the movement of defense-related and hazardous freight. Currently, these shipments must move through major metropolitan areas where there is an inherent danger due to the density of the population and where movements are often delayed up to five days because of the traffic congestion.

*The bridge would create a multimodal transportation center at Rosedale; combining port, rail and highway transportation facilities and also the possible construction of a wayport some 30 miles from Rosedale.

*The bridge would improve intraregional accessibility to alternative education and training, employment, recreation and medical opportunities. For example, enrollment at Delta State University in Cleveland and the University of Arkansas at Pine Bluff would increase upon completion of the project.

*Improved transportation would result in higher farm incomes by reducing transportation and shipping costs.

In conclusion, we appeal to the federal government to help us put in place the infrastructure that we need to stimulate the economic growth that we need. The federal government has already stated its commitment to helping rural America by establishing the Lower Mississippi Delta Development Commission to take a hard look at the most impoverished rural region in our country and to make recommendations for improving this area. The Great River Bridge Project goes hand-in-hand with this concept and is certain to be a part of the Commission's recommendation because of the tremendous impact it can have in helping the most critical part of this region to grow.

STATEMENT OF VICTOR BAIONI, VICE PRESIDENT, BOLIVAR COUNTY BOARD OF SUPERVISORS

Mr. Chairman, I am Victor Baioni, Vice President of the Board of Supervisors, Bolivar County, Mississippi and I sincerely appreciate the opportunity to provide written testimony before your Subcommittee on Transportation.

We are deeply concerned about the report filed with your Subcommittee by the Federal Highway Administration which objects to the feasibility of a highway bridge across the Mississippi River linking Desha County, Arkansas with Bolivar County, Mississippi. The report states the position that the Great River Bridge Project is not feasible because of existing traffic counts. We would never have been so bold as to consider a project of this nature based solely on existing traffic counts. Our purpose for seeking the realization of this project is much broader in scope than just benefiting highway users in Bolivar and Desha County. Since July, 1984 when community leaders in Desha County, Arkansas and Bolivar County, Mississippi began talking about a bridge across the Mississippi River, our whole thrust has been to stimulate economic growth and productivity in our respective regions on each side of the River.

Regardless of how people perceive transportation, a known truth is that mobility is a correlate of progress. The two are inseparable as we move into the twenty-first century. The mobility of people and goods is prerequisite for greater economic productivity in the nation's dynamic economy. Without cities, industrialization, or technology there would be no transportation problem as such.

Bolivar County is in the heart of one of the most impoverished areas in the United States. Our citizens are heavily dependent on transfer payments and unemployment levels are consistently 5 to 7 percent above national averages. Rejecting this project on the basis of existing traffic counts falls far far short of our goals. A bridge linking our regions will provide a catalyst for future economic growth and will give our Delta areas an opportunity to compete economically with the rest of the nation.

The feasibility report prepared for the project by Howard Needles Tammen and Bergendoff in association with Hammer, Siler, George Associates indicated a cost for the bridge of $124.4 million dollars with an average benefit/cost ratio of 6.44 to 1. New jobs resulting from the project are estimated at 1,000 - 3,000 construction jobs and 3,017 - 7,740 permanent jobs. The project is feasible and will be a positive influence in lowering our unemployment levels and reducing our dependence on federal assistance programs.

Mr. Chairman, and members of the Subcommittee, we are testifying to our future. Let's not be short-sighted in our vision. We respectively request that you consider the long-term economic benefit that can result from this project.

STATEMENT OF MARTIN T. KING, JR., MAYOR, CLEVELAND, MS

Mr. Chairman, I am Martin T. King, Jr., Mayor of The City of Cleveland, Mississippi, and I appreciate the opportunity to present this statement to this subcommittee.

You have before you stacks of documents - all ably prepared with statistics, plans, and costs. The maps and figures say a great deal, and I realize you have to deal in figures. Your decisions are not easy, and I do not envy you your tasks. But I would like to compress all of these statistics, facts, maps, and documents down to what they look like to those of us who live those cold facts and figures. Let's look at them in human terms.

I am advised that the Federal Highway Administration has filed its report with you which objects to our request for a bridge across the Mississippi River in the very heart of the Mississippi Delta, an area I would like for you to know as I know it. I have not been able to read the report in full, and I am certainly not familiar with its technical criteria and guidelines. I respect the Federal Highway Administration and its needs and the confines within which it must work, as we all must. I cannot disagree that this country is full of highways and bridges variously and desperately in need of maintenance, repair, expansion, and extension. They are expanding everywhere. That continuing need for expansion is what this country is built on.

Bear in mind, however, these bridges and highways are in places already served by good highways, good bridges, and good transportation facilities, and they are already reaping the benefits from them. It may certainly be said to be axiomatic that "good infrastructure begets economic development and prosperity." The majority of this nation is bustling with economic activity and prosperity. We are not.

Unfortunately, if the Highway Administration is able to deny transportation infrastructure where there is less economic activity, then those of us with lagging economies will never get highways and transportation. If we happen to need better transportation in order to make changes and progress, and in order to have that prosperity and growing economic activity, then we can never get it. The axiom has simply become that "good infrastructure begets...more good infrastructure!" and those of without any will have to wait forever. I do not believe that is your goal.

My perspective now becomes obvious. This is what facts and figures look like to us as I solicit your support for the Great River Bridge. Help us take this leap forward by thrusting better transportation straight through the middle of possibly the poorest and most economically depressed area in the United States.

Such an area can never pull out if it has to compete for financial resources and infrastructure on the premise that if we don't have any, we don't need any. This is the effect of the goal of the Highway Administration. We see your function as a Committee of Congress to look farther ahead than that.

Mr. Chairman, I was born at Vicksburg, Mississippi. I have spent my adult life in business halfway between Memphis and Vicksburg, where it has been my good fortune to serve as Mayor at Cleveland. This area is known as the Yazoo-Mississippi Delta. Sprawling from Memphis to Vicksburg, it is an alluvial plain over two hundred miles long and some seventy miles wide at its middle. It is home to hard working people who are as ambitious for their families as are any in this world. Probably no place in this country evokes a more majestic vision of the Mississippi River than Vicksburg; the Delta is always called a "rich alluvial plain" with emphasis on the "rich." Rather than apologize for our deficiencies, we pridefully gloss over them. But the majesty and richness pale under even casual scrutiny. Let's take a look.

Those of us who achieve success settle, more or less willingly, for less than what the mainstream has to offer. The sentiments, ties, and other pleasantries that bind us to this great area have managed to compensate for our economic shortcomings. But sentiments and ties that bind cannot compete with the hard economic realities that face our children and that face those among us who have not been so fortunate as to achieve this modicum of success.

Our bright young people have to leave their families and familiar surroundings and head for the Houstons, the Phoenixes, and the Silicon Valleys, where everything is not only rosy, but everything is something in your pocket, and that bright horizon is out there. Not only is this in marked contrast to the less successful who are caught and struggling in this morass of lack of opportunity, but it is in sharp contrast to those who do not even know there are horizons out there -- out beyond those sinkholes of despair and hopelessness where they wake up every morning.

The various faultfinders - poring over statistics - are quick to remind all of us of our past mistakes. I say to you, the fact is that no one of us living can be said to be directly responsible for the road we have travelled to the poor economic plight we endure. Our collective pride compels us to gloss over our misfortunes and to make-do. We are used to tugging at our boot straps -day in and day out -and making-do; and we don't really like to be caught whining about it.

What I am trying to say is that the poor circumstances of the people of our area are not due to their sloth, laziness, old-timey thinking, failure to accept change, or the dozens of other pat cliches glibly thrown around to belittle our plight in an otherwise ambitious and progressive society. Our circumstances are what they are, and this bridge and what it has to offer is the kind of assistance that will produce changes.

All of a sudden everybody's talking about volunteerism and the thousand points of light. It's like somebody just discovered this, and "Eureka!" it will solve all our problems. Nobody could agree more than ourselves that volunteerism must augment and assist to carry the burden dumped on our governments and taxpayers. Daily we are seeing the many ills that cannot be cured by throwing money at them. But nobody knows better than we do that volunteerism and local effort are not going to replace cold hard cash. It may help; but replace? Never. I would venture to say that volunteerism is more alive and kicking in the Mississippi Delta than anywhere in the world. The great strides that we have made to change from a reconstructed agricultural economy to a diversified economy have all been accomplished with hours, days, weeks, and months of volunteer effort. When you're short on money like we are, volunteer effort is all you've got left. Unpaid citizens of my city have buckled down for years and planned what our meager tax resources have been able to bring about. The vision of this bridge was born to those volunteers striving toward the horizon. It was not conceived by the consultants, planners, or the bureaucrats, so to speak; it was conceived in the hearts and minds of those of us who realize that changes have to be made and now is the time to make them.

Mr. Chairman, we are your people who have "paid our dues"; we have "done our homework"; and now we need your assistance, which we realize is the assistance of the generous people all over this nation who agree that our problems are everybody's problem. We have not made them alone, and we cannot solve them alone.

We are making those boot strap efforts in education, but poverty, economic depression, lagging education, and a struggling economy remain a vicious cycle that can be arrested with giant resources like the Great River Bridge.

We are a nation that can respond generously to the needs of the least among us, and among the other nations of the world. I believe you will agree that this nation must respond and assume the risk, if any, that the economic benefits to be opened up by the Great River Bridge far, far overshadow those needs in our affluent areas proposed to be addressed and met by the Federal Highway Administration under what it considers its mandate.

Mr. Chairman, and members of this Committee, bridges and highways already in place and in need of repair and expansion are far, far better than no bridge at all. We have none at all. We ask you to look beyond the stated goals of the Federal Highway Administration and throw us a lifeline. Don't see this as just another handout and pork barrel. It will be here for all to use as a vital link in the national transportation system. Invest in the Great River Bridge and we promise you will see results from it.

Thank you for allowing me to make this presentation.

Respectfully submitted,

Martin T. King, Jr.

STATEMENT OF DR. J.Y. TRICE, MAYOR, ROSEDALE, MS

Mr. Chairman, on behalf of the City of Rosedale, Mississippi I want to urge our strong support for the furtherance and realization of the Great River Bridge.

Statistics indicate that our area is the most impoverished across our great nation. Our unemployment level is way above the national average and about 70% of the people in my city are low income residents. While the Federal Highway Administration says there is no need for the bridge, we say that infrastructure like it is the only thing that can save us. A project of this magnitude would certainly be the catalyst for positive economic change for both of these states.

In addition to the poverty and unemployment problems, our area suffers from underfunded schools and inadequate health care, among other things. The economic benefit the Great River Bridge would bring to the area would generate the tax base needed to raise these facilities to the level needed.

We urge the Congress to consider the economic benefit of the Great River Bridge as a viable solution to the problems of our impoverished region.

STATEMENT OF BAIN POOLE, COUNTY JUDGE, DESHA COUNTY, AR

Mr. Chairman, I am the county judge of Desha County, Arkansas, and I thank you for the opportunity of providing written testimony in behalf of the Arkansas-Mississippt Great River Bridge Project.

Desha County's governing body, the quorum court, has twice officially adopted resolutions in support of this project, and continues full endorsement.

We have undergone a decade in which our population has endured a depression with double-digit unemployment and great dependency on transfer payments and food stamps. Our people are constantly in the quest of jobs, and we believe that the 1,110 construction jobs, or more, which would be provided by dridge construction would be the kind of economic boost we very much need.

Moreover, the proposed bridge would tie in with the Yellow Bend Port now being completed at the Desha-Chicot line on the Mississippi River and with rail transportation. Improved accessibility would allow existing agricultural and timber businesses to be more compeitive, and encourage the location of additional industry, It would further encourage tourism, bringing this income to the area.

I respectfully ask your full consideration of this project on the basis of it bringing economic development and thus allowing our citizens to become less dependent upon transfer payments, We believe this investment will be fully repaid and more, considering that reducing federal payments will result.

Respectfully submitted:

Bain Poole, County Judge
Desha County, Arkansas

STATEMENT OF ROSALIE S. GOULD, MAYOR, McGEHEE, AR

Mr. Chairman, I am Mayor of the City of McGehee, Desha County, Arkansas, and I am pleased to have the opportunity of sending this written testimony to you in behalf of the Arkansas-Mississippi Great River Bridge.

This project is of great significance to Southeast Arkansas, since unemployment has been running over 10 per cent in recent months and as high as 18 per cent in the 80's. Many of our people receive transfer payment and food stamps from the government, but they are not shiftless people. They continue to seek employment here because they do not want to move elsewhere. Indeed, to prevent out-migration of the population, we must be able to generate economic development.

The Arkansas-Mississippi Great River Bridge would bring about that economic impetus we so badly need. In addition, it would open our area to east-west traffic, resulting in additional industrialization, tourism and business growth.

We are doing as much as possible to help ourselves, working on improving our towns and cities, upgrading our schools and trying to provide a better way of life for our citizens. We cannot, however, achieve this needed bridge without your help.

The feasibility study showed the Arkansas-Mississippi Great River Bridge totally feasible in terms of economic development. We fervently hope you will concur.

Thank you, Mr. Chairman.

Respectfully submitted:

Rosalie S. Gould

Rosalie S. Gould, Mayor

RESOLUTION

WHEREAS, the City of McGehee, Arkansas has long been concerned about the high unemployment rate, the high illiteracy rate. and the lack of industrial employment in McGehee, and

WHEREAS, adequate and necessary transportation is lacking in this area, with no four lane roads or bridges, and

WHEREAS, much planning and work has gone into a program to update this area to attract industry, tourism and visitors, and

WHEREAS, economic development is vital to the stability of McGehee's economy, and

WHEREAS, the construction of the Great River Bridge connecting Desha County, Arkansas and Bolivar County, Mississippi, is of the utmost importance to Southeast Arkansas, BE IT THEREFORE RESOLVED BY the City of McGehee, Arkansas City Council that this organization fully supports the efforts to obtain federal funds, state funds and local funds necessary to construct this vital link to a brighter tomorrow.

Passed by the City of McGehee City Council on this 9th of March, 1990.

Rosalie A Gould
Mayor

Frances Sims
City Clerk

RESOLUTION

WHEREAS, the McGehee Chamber of Commerce has long been concerned about the high unemployment rate, the high illiteracy rate, and the lack of industrial employment in McGehee,

WHEREAS, adequate and necessary transportation is lacking in this area, with no four lane roads or bridges, and

WHEREAS, much planning and work has gone into a program to update this area to attract industry, tourism and visitors, and

WHEREAS, economic development is vital to the stability of McGehee's economy, and

WHEREAS, the construction of the Great River Bridge connecting Desha County, Arkansas and Bolivar County, Mississippi, is of the utmost importance to Southeast Arkansas,

BE IT THEREFORE RESOLVED BY the McGehee Chamber of Commerce that this organization fully supports the efforts to obtain federal funds, state funds and local funds necessary to construct this vital link to a brighter tomorrow.

Passed by the McGehee Chamber of Commerce on this 22 day of March, 1990.

James R. Stiller
President

Donna Turner
Secretary

STATEMENT OF CHARLOTTE T. SCHEXNAYDER, ARKANSAS STATE REPRESENTATIVE

Mr. Chairman, I am the District 85 representative in the Arkansas House of Representatives and I appreciate this opportunity to offer written testimony in behalf of the Arkansas-Mississippi Great River Bridge, connecting Southeast Arkansas and Northeast Mississippi.

This proposed bridge, from Desha County, Arkansas to Bolivar County, Mississippi, would connect U. S. Highway 65 in Arkansas and U. S. Highway 61 in Mississippi, as well as providing an east-west connection where none now exists. Bridge compacts were passed by both states in 1985 and later ratified by the Congress, which also provided $475,000 for a feasibility study. Completed at the end of 1989, the study shows benefit-cost ratios of 4.74 to 5.58, depending upon specific routes, in terms of economic development which this area along the Mississippi River desperately needs.

If we are to break the poverty which grips the area, one answer lies in improvements in the infrastructure which lead to job creation. In Desha County, Arkansas, which I represent, 37 per cent of the people receive some kind of government payments and the unemployment rate has been twice the national average during most of the 80's.

As a state, Arkansas is placing a heavy emphasis on education to upgrade literacy. The other need is job creation. Federal and state investments in the infrastructure can open this area to commerce, industrialization and business development, which will help to reduce the large outlay by the federal government for transfer payments. Infrastructure investment will pay for itself in terms of reduced federal payments.

We feel that the Federal Highway Administration has completely ignored the economic implications of the Arkansas-Mississippi Great River Bridge, focusing only on traffic projections, which, at best, are simply a guess. Construction of other bridges along the Mississippi has led to economic opportunities and population growth of the cities on those routes.

I ask your full consideration of the merits of this project on its economic impact. Thank you.

Respectfully submitted:

Charlotte Tillar Schexnayder

Charlotte Tillar Schexnayder

STATEMENT OF WILLIAM E. HOPMANN, MAYOR, DUMAS, AR

Mr. Chairman, I am Mayor of the City of Dumas, in Desha County, Arkansas, and I welcome this opportunity to tell you how much the Great River Bridge project means to this depressed area of the Mississippi River Delta.

Unemployment in our county is currently 10.5 percent, with many people seeking jobs. The construction of the Arkansas-Mississippi Bridge not only would create an estimated 1,198 to 3,487 jobs during construction, but 3,017 to 7,740 in the long term, thus revitalizing the economy of this Delta region.

We have established an Ed Center in our City to provide literacy classes, early childhood training and college extension courses. But we also greatly need the economic stimulus which infrastructure development would bring.

Dumas City Council, in session April 10, 1990, re-affirmed its full support of this bridge project. I ask your understanding and consideration. Thank you.

Respectfully Submitted:

William E Hopman

William E. Hopmann
Mayor of Dumas, Arkansas

RESOLUTION
441

WHEREAS, the City of Dumas has long been concerned about the high unemployment rate, the high illiteracy rate, and the lack of industrial employment in Dumas.

WHEREAS, adequate and necessary transportation is lacking in the area, with no four lane roads, and

WHEREAS, much planning and work has gone into a program to update this area to attract industry, tourism and visitors,

WHEREAS, economic development is vital to the stability of City of Dumas,

WHEREAS, the construction of the Great River Bridge connecting Desha County, Arkansas and Bolivar County, Mississippi, is of the upmost importance to Southeast Arkansas,

BE IT THEREFORE RESOLVED by City Council of City of Dumas that this organization fully supports the efforts to obtain federal funds, state funds and local funds necessary to construct this vital link to a brighter tomorrow.

Passed by the City Council on this 13 day of March, 1990.

Bill Hopman
Mayor

Mary L Howard
City Clerk

RESOLUTION OF THE CITY COUNCIL AND MAYOR OF WARREN, AR

RESOLUTION NO. A-228

RESOLUTION OF THE CITY COUNCIL AND MAYOR OF THE CITY OF WARREN, ARKANSAS SUPPORTING THE EFFORTS TO OBTAIN FEDERAL, STATE AND LOCAL FUNDS NECESSARY TO CONSTRUCT THE GREAT RIVER BRIDGE CONNECTING DESHA COUNTY, ARKANSAS AND BOLIVAR COUNTY, MISSISSIPPI FOR THE VITAL NEED OF ECONOMIC DEVELOPMENT.

WHEREAS, the City Council and Mayor of Warren have long been concerned about the high unemployment rate, the high illiteracy rate, and the lack of industrial employment in Warren and Southeast Arkansas; and

WHEREAS, adequate and necessary transportation is lacking in the area, with no four lane roads; and

WHEREAS, much planning and work has gone into a program to update this area to attract industry, tourism and visitors; and

WHEREAS, economic development is vital to the stability of Warren and Southeast Arkansas; and

WHEREAS, the construction of the Great River Bridge connecting Desha County, Arkansas and Bolivar County, Mississippi, is of the upmost importance to Southeast Arkansas.

BE IT THEREFORE RESOLVED, by the City Council of the City of Warren, Arkansas that this organization fully supports the efforts to obtain federal funds, state funds and local funds necessary to construct this vital link to a brighter tomorrow.

BE IT FURTHER RESOLVED, that the City Council of the City of Warren, Arkansas recommends State Highway 4 be reclassified as a U.S. Highway.

ADOPTED THIS 12th DAY OF March, 1990

R. Gregg Reep, Mayor

ATTEST:

Bertia Mae Lassiter

Bertia Mae Lassiter, City Clerk

CITY OF CHICAGO DEPARTMENT OF PUBLIC WORKS

STATEMENT OF DAVID S. WILLIAMS, JR., COMMISSIONER

U.S. DOT APPROPRIATIONS - FY 1991

CITY OF CHICAGO'S KEY CONCERNS

On behalf of the City of Chicago, we appreciate the opportunity to present our views on federal surface transportation appropriations for fiscal year 1991. I am David S. Williams, Commissioner of the Chicago Department of Public Works.

Interstate Transfer Program

The City of Chicago's involvement with the Interstate Transfer Program date back to the trade in of the then proposed, $2.3 billion dollar Crosstown Expressway Project in June of 1979.

This year, eleven years later, we are asking Congress to complete its commitment to fund the construction of our highway and transit substitute projects. We are keenly aware of your past generosity in earmarking Interstate Transfer funds for Illinois. We are here, before you, seeking your approval of the last remaining $80 million dollars in Interstate Transfer funding due to Illinois.

Highway Substitute Projects

For its highway substitute projects, Illinois needs a Congressional earmark of approximately $48 million in FY91. The City of Chicago supports the Illinois Department of Transportation's testimony seeking your approval of an earmark of approximately $48 million in FY91 for our highway substitute projects in Illinois.

Transit Substitute Projects

For its transit substitute projects, Illinois needs a Congressional earmark of $30,516,567, in FY91.

This $30.5 million appropriation earmark in FY91 will be the last increment needed to fully fund the balance of our $880 million dollar Interstate Transfer Transit Program for Illinois.

Of the $30.5 million in FY91, $8.7 million is for our suburban Interstate Transfer Transit Program to rehabilitate severely deteriorated commuter rail bridges and for the improvement of commuter rail parking facilities in Chicago's suburbs.

Another $19.0 million is for elevated-track structural work on the leg-approaches to Chicago's Loop EL. The Loop EL, which will be 100 years old in 1992, is a key link in the rapid transit system which connects all of the lines that radiate from Chicago's central business district. The $19.0 million will complete the funding of the $121 million dollar Loop EL Rehabilitation Program. This capital investment will extend the useful life of this structure by 40 years.

Finally we are extremely pleased to report that Chicago's $348 million (federal) Interstate Transfer Transit funded Southwest Transit Project is proceeding both ahead of schedule and under budget. The construction of the line is nearly one year ahead of schedule. It is now due to be operational in late 1992 instead of October, 1993.

Early opening of the new, 9-mile, 8-station extension of Chicago's rapid transit system to the City's Southwest side, the only area in Chicago not serviced by a rapid transit line, will benefit residents of Chicago's southwest side as well as neighboring suburbs. Ridership is projected to be 120,000 riders a day. Along with improving travel times and accessibility both to the Loop and Midway Airport, the line is assured to promote development in the southwest corridor. Recent Chicago business magazine articles have cited that over 3,000 new jobs to date in developments which have been located in the Southwest Corridor directly as a result of the new transit service. These new developments are situated on sites vacated by industry years ago. Both small-scale and large-scale development is continuing. Home prices in the Southwest Corridor are rising dramatically.

In addition to an early opening, the Southwest Transit Project is coming in under the $348 million (federal) dollar full funding contract between UMTA and the City of Chicago. We are extremely pleased to report that the last $2.8 million increment to fully fund the balance of the full funding agreement will not be needed for the Southwest Transit Project. It will be re-programmed to the Jackson Park EL Project to complete construction of the combined intermodal rapid transit, bus, and commuter rail terminal at the end of the line.

Summary

In summary, we urge the subcommittee,

-to earmark $30,516,567 in FY91 for our transit substitute projects in Illinois:
  - -$8.7 million for the suburban projects
  - -$21.8 million for the City of Chicago projects
    - -$19.0 million for the Loop EL Rehabilitation Program
    - -$2.8 million for the Jackson Park EL Project; and

-to earmark approximately $48 million in FY91 for our highway substitute projects in Illinois.

COLORADO DEPARTMENT OF HIGHWAYS

STATEMENT OF DWIGHT M. BOWER, DEPUTY DIRECTOR

SUMMARY OF REQUEST:

The Colorado Department of Highways offers testimony that substantiates the need for priority designation for Fiscal Year 1991 I-4R discretionary funding of the I 70/I 25 interchange complex. The Surface Transportation and Uniform Relocation Assistance Act of 1987 (Public Law 100-17, Section 114) included discretionary set-aside funding provisions for high cost, high volume, urbanized, reconstruction projects.

The I 70/I 25 interchange complex is located in the City and County of Denver, whose population has grown 200% since the interchange was first constructed in 1951. The interchange is severely congested and the most heavily traveled interchange in Colorado, a situation aggravated by the high percentage of trucks utilizing the facility. The interchange was originally designed in the 1940's, constructed in the 1950's, and saw its last major reconstruction project 25 years ago. Much of the interchange was designed before interstate design standards were mandated. The project is estimated to cost $182 million. Once improved, the interchange complex will meet interstate design standards.

NAME AND TITLE OF WITNESS:

Mr. Dwight M. Bower
Deputy Director
Colorado Department of Highways

ACTION REQUESTED:

The Colorado Department of Highways requests that Congress identify the reconstruction of the I 70/I 25 interchange complex for priority designation in the allocation of fiscal year 1991 discretionary I-4R funds.

I am Dwight Bower, Deputy Director of the Colorado Department of Highways. I would like to thank Chairman Lautenberg and the members of this subcommittee for this opportunity to speak.

The population of the Denver area has grown 200% since the original construction of the interchange at the intersection of Interstate 70 and Interstate 25 was built in 1951. The interchange complex, known locally as the "Mousetrap", is now severely congested during much of the day, a situation aggravated by the high percentage of trucks utilizing the facility. More than a quarter of a million vehicles travel through the interchange complex on the average day. By the year 2010, travel is projected to grow to 325,000 vehicles per day.

The State of Colorado and the Colorado Department of Highways are currently working to make this congested crossroad of Colorado operate more safely and efficiently. Hopefull, once improved it will be known as the "Better Mousetrap".

It will be "Better" because of your foresight in including the Interstate 4R discretionary funding provisions in the Surface Transportation and Uniform Relocation Assistance Act of 1987. We are very appreciative that you acted to meet the needs of busy urban areas like Denver with this valuable funding mechanism.

Colorado has been very fortunate to have received $54.9 million of I-4R discretionary funds in fiscal years 1989 and 1990 to reconstruct the Mousetrap. In FY 1989, we received $17.9 million, which funded the construction of the I 70 mainline flyover structures, which are currently under construction. This year, we received $37 million, which will complete approximately 37% of the project.

The project meets all the criteria established in the Act for I-4R discretionary funding. The estimated construction cost of the project is approximately $182 million, which includes the state matching share.

The reconstruction of this major interchange complex has national significance. The Mousetrap is the only interstate to interstate interchange complex in Colorado with roadways that traverse Colorado and adjacent states. I 25 is also the major north-south route for transportation of hazardous waste.

Reducing the potential for accidents such as the highly publicized August 1, 1984, torpedo incident is a primary goal of this project. Many ramps function far below the current design standard of 40 miles per hour. During the average year, more that 175 accidents occur at the Mousetrap, accounting for an annual economic loss of $7.1 million. Regarding the torpedo incident, six 30-foot-long Mark 48 torpedos being hauled from the State of Washington to a submarine base in Groton, Connecticut, spilled onto I 70 when the driver failed to negotiate a 25 mph ramp. Not knowing the hazard potential of the torpedos, nearby residents were evacuated and both interstates were closed for eight hours.

The construction of a Bus/High Occupancy Vehicle (HOV) corridor down the center of I 25 is integral to the timely reconstruction of the I 70/I 25 interchange complex. The Bus/HOV project is a multi-agency effort of the Urban Mass Transit Authority, Federal Highway Administration, Colorado Department of Highways, Regional Transportation District and the City and County of Denver.

Colorado is requesting your support to secure priority designation for our FY 1991 application of $24 million in I-4R discretionary funds. Completing the Mousetrap project continues to be a high priority for the Colorado Department of Highways. We are prepared to utilize $24 million of I-4R discretionary funds in FY 1991 toward the reconstruction of the project.

We are steadfast in our commitment to this project, and we are eager to continue the work that is completed or under construction. We ask for your continued support and request your endorsement of priority designation for FY 1991 I-4R discretionary funding.

DISTRICT OF COLUMBIA DEPARTMENT OF PUBLIC WORKS

LETTER FROM JOHN E. TOUCHSTONE, DIRECTOR

MAY 16 1990

The Honorable Frank R. Lautenberg
Chairman
Committee on Appropriations
Subcommittee on Transportation
U.S. Senate
SDOB 156
Washington, D.C. 20510

Dear Chairman Lautenberg:

The District of Columbia appreciates this opportunity to submit written testimony for the record, requesting Interstate Substitution Discretionary funding for the Whitehurst Freeway.

The Whitehurst Freeway was constructed in 1949 to bypass Georgetown and connect K Street east of Rock Creek Parkway. The four-lane elevated structure is approximately 0.6 miles long and is in dire need of rehabilitation. The Freeway is an integral part of the regions transportation system connecting the city to the west, into Virginia and north to Bethesda and Maryland.

Accommodating well over 47,000 vehicles daily, the unexpected closing of the bridge will force an unplanned distribution of traffic onto neighborhood streets incapable of handling the volume. A more planned approach to address this situation is required.

Insufficient federal funding under the District's annual apportionment to fund the rehabilitation of all the projects in the current transportation program, requires the city to petition Congress for discretionary funds.

The District is currently in the process of rehabilitating a number of major projects. Further delay in the rehabilitation of this major arterial highway will exacerbate a serious safety problem.

The enclosed testimony describes the District's request for Interstate Substitution Discretionary funds and associated details concerning the scope to the project. If there are any questions or concerns which need to be addressed, please feel free to contact me at 939-8000.

Respectfully,

John E. Touchstone
Director of Public Works

STATEMENT OF JOHN E. TOUCHSTONE

MR. CHAIRMAN, AND MEMBERS OF THE SUBCOMMITTEE, I AM JOHN TOUCHSTONE, DIRECTOR OF THE DISTRICT OF COLUMBIA DEPARTMENT OF PUBLIC WORKS.

I APPRECIATE THE OPPORTUNITY TO APPEAR BEFORE YOU TODAY TO REQUEST CONGRESSIONAL SUPPORT FOR $26.4 MILLION IN INTERSTATE SUBSTITUTION DISCRETIONARY FUNDING FOR THE REHABILITATION OF THE WHITEHURST FREEWAY.

THE REQUEST FOR $26.4 MILLION IN INTERSTATE SUBSTITUTION DISCRETIONARY FUNDS REPRESENTS AN ACCELERATED WITHDRAWAL ON THE REMAINING FUNDS DEDICATED TO THE DISTRICT'S INTERSTATE SUBSTITUTION PROGRAM. THE REMAINING WITHDRAWAL VALUE IS APPROXIMATELY $45 MILLION.

AS YOU KNOW, THE INTERSTATE SUBSTITUTION PROGRAM REPRESENTS FUNDS PREVIOUSLY EARMARKED FOR INTERSTATE CONSTRUCTION PROJECTS WHICH HAVE BEEN WITHDRAWN BY THE DISTRICT OF COLUMBIA FOR OTHER TRANSPORTATION PROJECTS.

THE KEY PRIORITIES OF THE DISTRICT OF COLUMBIA'S TRANSPORTATION SYSTEM ARE SAFETY, MAINTENANCE, PRESERVATION AND IMPROVEMENT OF THE HIGHWAY AND BRIDGE SYSTEMS SERVING THE NATION'S CAPITAL.

WE, ALONG WITH EVERY MAJOR CITY IN THIS NATION, IS EXPERIENCING A RAPID DETERIORATION OF OUR TRANSPORTATION INFRASTRUCTURE.

AGING OF OUR ROADWAY SYSTEMS COMPOUNDED BY INCREASED TRAFFIC, HEAVIER VEHICLE WEIGHTS, SALTING AND HEAVY TRAFFIC ON PAVEMENTS DESIGNED TO ACCOMMODATE LOWER VOLUMES HAVE CONTRIBUTED TO THIS DECLINE IN OUR HIGHWAYS AND BRIDGES.

ONE OF THE VITAL COMPONENTS OF THE DISTRICT'S ROADWAY SYSTEM IS THE WHITEHURST FREEWAY, FOR IT IS AN INTEGRAL LINK IN THE TRANSPORTATION SYSTEM FOR THE METROPOLITAN WASHINGTON REGION. THE FREEWAY WHICH IS APPROXIMATELY 0.6 MILES LONG, BYPASSES GEORGETOWN AND CONNECTS WITH K STREET EAST OF ROCK CREEK PARKWAY.

WHITEHURST IS CRITICAL TO THE FLOW OF TRAFFIC IN THE EAST-WEST CORRIDOR WHICH ALSO INCLUDES CANAL ROAD/M STREET, I-66/KEY BRIDGE, MACARTHUR BOULEVARD AND FOXHALL ROAD. THIS FOUR LANE ELEVATED STRUCTURE NOW ACCOMMODATES OVER 47,000 VEHICLES PER DAY AS COMPARED TO 24,000 VEHICLES WHEN IT ORIGINALLY OPENED IN 1949.

THERE IS AN IMMEDIATE AND ESSENTIAL NEED TO REHABILITATE THE STRUCTURE AS THE FACILITY NEARS THE END OF ITS SERVICE LIFE AT A TOTAL ESTIMATED COST OF APPROXIMATELY $58.7 MILLION.

THE PROPOSED SCOPE OF WORK FOR THE REHABILITATION OF WHITEHURST FREEWAY INCLUDES:

- REHABILITATION OF THE BRIDGE DECK AND SAFETY IMPROVEMENTS,
- NEW LIGHTING THROUGH THE USE OF THE WASHINGTON STANDARD GLOBE ON FLUTED CAST IRON POLE. THE LIGHTING ON LOWER K STREET WILL UTILIZE THE SAME GLOBE ON SIDEWALK POLES. THE BASES WILL BE CLAD IN BRICK AND CAST STONE,
- AN 8-FOOT WIDE SIDEWALK ALONG THE SOUTH SIDE OF LOWER K STREET,
- AT THE WESTERN END, THE FIRST RAMP TO KEY BRIDGE FROM THE WESTBOUND FREEWAY WILL BE REMOVED ALONG WITH THE PIER IN THE CANAL,
- THE REMAINING STRUCTURE OVER THE CANAL WILL BE WIDENED AND THE ADJACENT AREA LANDSCAPED. THE SIDEWALK WHICH LEADS TO THE STAIRS SERVING THE TOW PATH AND LOWER K STREET WILL BE IMPROVED; AND
- LANDSCAPING WILL BE PROVIDED TO PROJECT A PARK-LIKE APPEARANCE AT BOTH ENDS OF THE PROJECT.

THE REHABILITATION WORK WILL TAKE PLACE UNDER THREE SEPARATE CONTRACTS. BECAUSE OF THE IMMEDIATE NEED TO REHABILITATE THE STRUCTURE, THE DISTRICT HAS PROCEEDED WITH THE FIRST CONSTRUCTION CONTRACT FOR THE CENTER PORTION OF THE FREEWAY.

THIS CONTRACT WAS ADVERTISED ON APRIL 2, 1990 AND CONSTRUCTION IS SCHEDULED TO START IN THE LATE SUMMER OF 1990.

CONTRACT 2 WILL INVOLVE THE RECONSTRUCTION OF THE RAMP CONNECTIONS AND A SMALL PORTION OF THE FACILITY AT THE EAST END, OR FOGGY BOTTOM.

CONTRACT 3 WILL REHABILITATE THE RAMP CONNECTIONS AND SMALL PORTION OF THE FREEWAY AT THE WEST END, OR KEY BRIDGE.

WHILE WORK ON CONTRACT 1 CAN BEGIN THIS YEAR, FUNDING TO COMPLETE THE OTHER CONTRACTS IS INSUFFICIENT. CONTRACT 1 ESSENTIALLY DEPLETED THE DISTRICT'S BALANCE OF BRIDGE REPLACEMENT AND REHABILITATION FUNDS.

FISCAL YEAR 1990 APPORTIONMENTS WILL BE USED ON OTHER CRITICAL BRIDGE PROJECTS WITHIN OUR PROGRAM SUCH AS THE REHABILITATION OF NEW YORK AVENUE BRIDGE OVER NORTH CAPITOL STREET, KLINGLE ROAD BRIDGE OVER ROCK CREEK AND PARK ROAD BRIDGE OVER ROCK CREEK.

THE PROJECTED AUTHORITY REQUIREMENTS FOR FY 1991 IN BRIDGE FUNDS IS $40 MILLION -- BUT THE DISTRICT'S ANNUAL APPORTIONMENT IS APPROXIMATELY $10.8 MILLION.

THEREFORE, IN ORDER TO PROCEED WITH CONTRACTS 2 AND 3, A TOTAL OF $26.4 MILLION OF INTERSTATE SUBSTITUTION DISCRETIONARY FUNDS WILL BE REQUIRED.

MAJOR RECONSTRUCTION PROJECTS CURRENTLY UNDERWAY INCLUDE THE SOUTHEAST/SOUTHWEST FREEWAY INCLUDING THE BRIDGE OVER SOUTH CAPITOL STREET AND THE ANACOSTIA FREEWAY. WORK RECENTLY BEGAN ON THE ANACOSTIA FREEWAY BRIDGE OVER THE RAILROAD. NEXT YEAR, SOUSA BRIDGE AND CASE BRIDGE WILL BE REHABILITATED. FURTHER, THE DISTRICT IS PROCEEDING WITH THE FINAL DESIGN OF THE BARNEY CIRCLE FREEWAY PROJECT WHICH REPRESENTS THE LAST LINK IN THE DISTRICT'S INTERSTATE SYSTEM.

THE DEVELOPMENT OF THE WHITEHURST FREEWAY PROJECT HAS BEEN A COOPERATIVE EFFORT. THE DEPARTMENT OF PUBLIC WORKS HAS WORKED WITH THE BUSINESS COMMUNITY, CITIZEN GROUPS AS WELL AS WITH DISTRICT AND FEDERAL AGENCIES REGARDING THIS PROJECT. A COMPREHENSIVE ENVIRONMENTAL IMPACT STATEMENT WAS COMPLETED IN 1985.

A TECHNICAL ADVISORY GROUP AND A STEERING COMMITTEE WERE ESTABLISHED TO ASSIST IN PROJECT DEVELOPMENT. MONTHLY MEETINGS WERE HELD THROUGH NOVEMBER, 1988 AND A PUBLIC FORUM WAS PRESENTED IN MARCH, 1989.

APPROVAL FOR THE PROJECT HAS BEEN GIVEN BY THE FINE ARTS COMMISSION AND THE NATIONAL CAPITAL PLANNING COMMISSION.

SUPPORT FOR THE PROJECT HAS ALSO COME FROM CITIZEN GROUPS THROUGH THEIR ADVISORY NEIGHBORHOOD COMMISSIONS AND FROM THE BUSINESS COMMUNITY THROUGH THE GREATER WASHINGTON BOARD OF TRADE.

THERE WAS SOME COMMUNITY OPPOSITION TO THIS PROJECT BASED ON A DESIRE FOR A MORE COSTLY COMBINATION GROUND-LEVEL AND DEPRESSED BOULEVARD ON K STREET, N.W.

HOWEVER, THIS ALTERNATIVE WAS NOT FEASIBLE BASED ON COST, TRAFFIC IMPACTS AND IMPLEMENTATION DELAYS.

THE DISTRICT IS COMMITTED TO THE REVITALIZATION OF THE INFRASTRUCTURE SERVING THE NATION'S CAPITAL. SINCE THE DEPARTMENT OF PUBLIC WORKS WAS FORMED IN 1984, NEARLY $500 MILLION IN FEDERAL AND DISTRICT MONIES HAVE BEEN EXPENDED ON TRANSPORTATION IMPROVEMENTS IN THE DISTRICT OF COLUMBIA. THIS CONTINUED FEDERAL/DISTRICT PARTNERSHIP IS A KEY ELEMENT IN ASSURING THAT THE DISTRICT'S TRANSPORTATION INFRASTRUCTURE NEEDS ARE MET.

THIS OPPORTUNITY TO ENLIST YOUR SUPPORT FOR INTERSTATE SUBSTITUTION DISCRETIONARY FUNDING TO COMPLETE THE WHITEHURST FREEWAY IS APPRECIATED. THANK YOU FOR YOUR CONSIDERATION OF OUR REQUEST. I WOULD BE HAPPY TO RESPOND TO YOUR QUESTIONS.

BOARD OF SUPERVISORS, FAIRFAX COUNTY, VA

STATEMENT OF AUDREY MOORE, CHAIRMAN

INTRODUCTION

CHAIRMAN LEHMAN AND MEMBERS OF THE SUBCOMMITTEE, I AM AUDREY MOORE, CHAIRMAN OF THE FAIRFAX COUNTY, VIRGINIA BOARD OF SUPERVISORS. I THANK YOU FOR THE OPPORTUNITY TO ADDRESS THE COMMITTEE ON FISCAL YEAR 1991 TRANSPORTATION FUNDING. I REALIZE THAT YOU HAVE AND WILL BE RECEIVING TESTIMONY FROM A NUMBER OF INDIVIDUALS AND ORGANIZATIONS THIS WEEK. I WILL, THEREFORE, BE CONCISE CONCERNING MY PURPOSE BEFORE YOU TODAY.

CURRENTLY, FAIRFAX COUNTY HAS COMMITTED CLOSE TO $800 MILLION DOLLARS TOWARDS THE CONSTRUCTION OF MAJOR FEDERAL HIGHWAY FACILITIES IN THE COUNTY. THIS COMMITMENT NEEDS TO BE VIEWED FROM THE PERSPECTIVE THAT IN VIRGINIA, COUNTIES ARE NOT REQUIRED TO CONTRIBUTE LOCAL FUNDS FOR FEDERAL PROJECTS AND HAVE NO STATUTORY RESPONSIBILITY FOR THE CONSTRUCTION AND MAINTENANCE OF FEDERAL AND STATE HIGHWAYS. NONETHELESS, WE ARE ATTEMPTING TO DO OUR FAIR SHARE.

MR. CHAIRMAN, AS YOU ARE AWARE, $5.1 MILLION, THUS FAR, HAS BEEN COMMITTED BY THE COMMITTEE FOR THE CONSTRUCTION OF I-66 (HOV) LANES WEST OF THE CAPITOL BELTWAY. THIS COMMITMENT IS IN LARGE MEASURE DUE TO CONGRESSMAN FRANK WOLF'S EFFORTS. AS YOU KNOW, MR. WOLF IS ONE OF THE COUNTY'S MEMBERS OF CONGRESS. FOR THIS WE ARE EXTREMELY APPRECIATIVE.

I-66 (HOV) EXTENSION PROJECT

I AM HERE TODAY TO REQUEST CONTINUED FUNDING FOR THIS MOST IMPORTANT HOV PROJECT. YOUR COMMITTEE HAS BEEN MOST HELPFUL IN THE PAST AND, WITH YOUR ASSISTANCE, WE ARE HOPEFUL THAT THE STATE OF VIRGINIA CAN COMPLETE THE ENTIRE PROJECT WITHIN THE NEXT YEAR AND HALF.

CURRENTLY, OVER 125,000 VEHICLES PER DAY USE INTERSTATE 66 WHICH MAKES THIS INTERSTATE ROUTE ONE OF THE MOST CONGESTED IN THE WASHINGTON, D.C. METROPOLITAN AREA. THE VIRGINIA DEPARTMENT OF TRANSPORTATION PREDICTS THAT BY 1991, THE NUMBER OF CARS USING I-66 WILL INCREASE TO 144,000 VEHICLES PER DAY, AND BY THE YEAR 2011, MAY REACH AS HIGH AS 179,400 VEHICLES PER DAY. THESE DAILY TRAFFIC NEEDS CAN BE ADDRESSED BY CONSTRUCTING ONE ADDITIONAL LANE IN EACH DIRECTION ALONG I-66 FROM THE CAPITOL BELTWAY TO U.S. ROUTE 50. ATTACHED IS A MAP DEPICTING THE PROPOSED I-66 (HOV) LANES WEST OF THE BELTWAY. ADDITIONALLY, CAPACITY ALONG THIS SECTION OF I-66 CAN BE INCREASED FOR ALL VEHICLES DURING OFF-PEAK HOURS. THE VIRGINIA DEPARTMENT OF TRANSPORTATION ESTIMATES THAT WHEN THE ADDITIONAL LANES ARE COMPLETED, THEY WILL CARRY OVER 3,800 HOV VEHICLES PER DAY, WHICH WILL EASE CONGESTION AND INCREASE MOBILITY ALONG THIS HEAVILY TRAVELED CORRIDOR.

IN ADDITION, EXTENSION OF THE I-66 (HOV) LANES WILL MEAN THAT THE EXISTING HOV LANES INSIDE THE BELTWAY WILL FUNCTION MORE EFFICIENTLY AND BE ABLE TO HANDLE GREATER NUMBER OF VEHICLES APPROACHING AND LEAVING THE DISTRICT OF COLUMBIA AND ARLINGTON COUNTY.

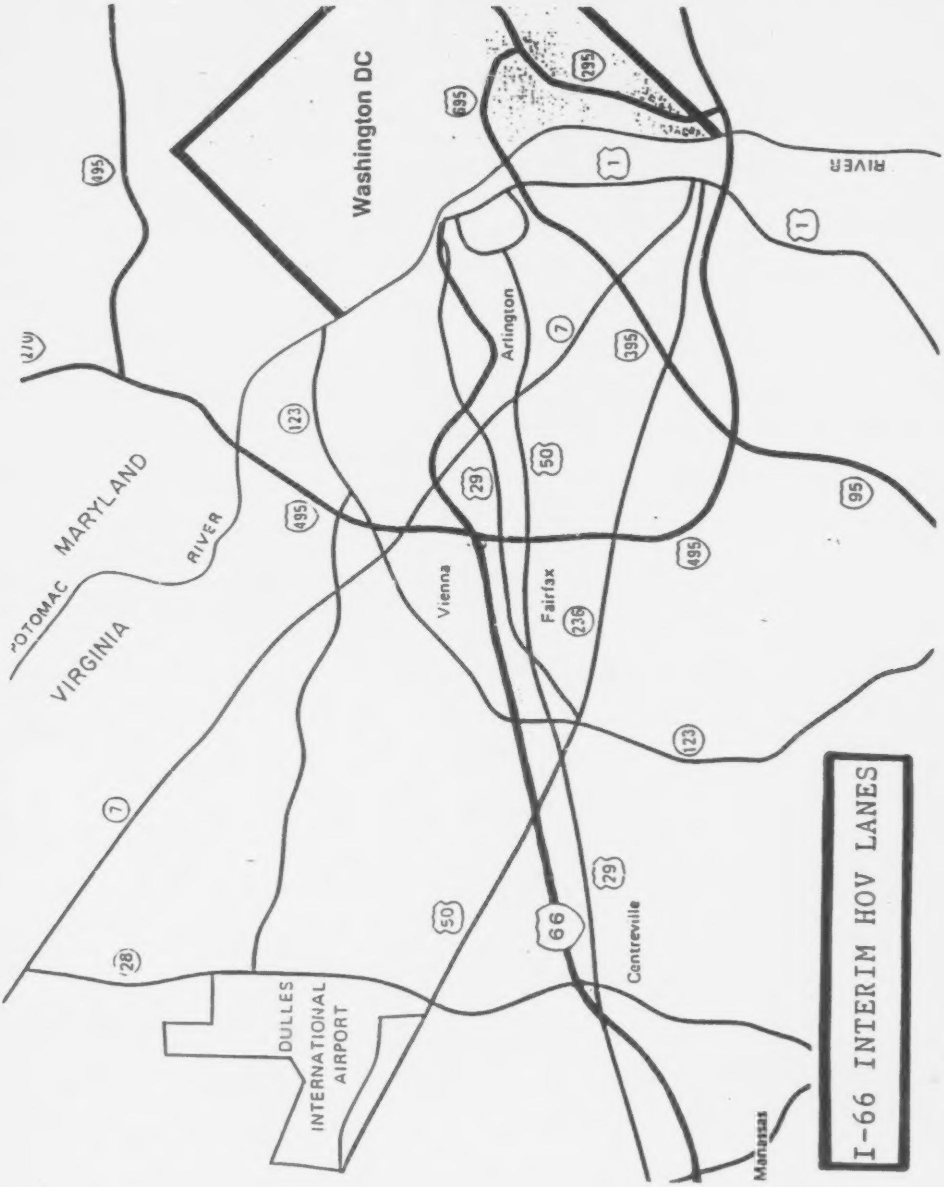
ADDITIONAL (HOV) I-66 LANES WILL NOT ONLY RELIEVE CONGESTION AND INCREASING MOBILITY, BUT WILL SERVE AS AN EFFECTIVE COMPONENT OF OUR AIR QUALITY PLANNING. BY INCREASING I-66 HOV CAPACITY AT PEAK HOURS, THE NUMBER OF VEHICLES IDLING OR AT A STANDSTILL, WHICH IS THE NORM ALONG THE I-66 CORRIDOR, WILL DECREASE. THE INCREASED TRAFFIC FLOW CREATED BY ADDITIONAL HOV LANES WILL AID IN REDUCING OZONE LEVELS IN FAIRFAX COUNTY DURING PEAK HOURS.

THE COUNTY IS COMMITTED TO A TRANSPORTATION PLAN WHICH WILL HELP THE AREA AND THE NATION ACHIEVE ITS ENVIRONMENTAL GOALS.

METRO RAIL

IN CLOSING, I WOULD LIKE TO SAY A FEW WORDS ABOUT METRO RAIL IN NORTHERN VIRGINIA AND ESPECIALLY WITH REGARDS TO THE ORANGE LINE WHICH, AS YOU KNOW, IT IS IN THE I-66 MEDIAN, TERMINATING 3.7 MILES OUTSIDE THE BELTWAY. THE METRO RAIL ORANGE LINE PLAYS AN IMPORTANT ROLE IN RELIEVING CONGESTION ALONG THE I-66 CORRIDOR EAST OF VIENNA, VIRGINIA. HOWEVER, BECAUSE METRO RAIL DOES NOT EXTEND WEST OF VIENNA, THE NEED FOR INCREASED CAPACITY IN THE FORM OF HOV LANES IS PARAMOUNT. IN ADDITION, THE COUNTY FULLY SUPPORTS METRO'S FUNDING REQUEST PER METRO'S TESTIMONY OF MARCH 20, 1990. SPECIFICALLY, OF THE REMAINING 13.5 MILES OF THE 103 MILE ADOPTED REGIONAL SYSTEM, THE YELLOW LINE FROM VAN DORN TO FRANCONIA/SPRINGFIELD REMAINS TO BE COMPLETED CONTINGENT UPON ENACTMENT OF THE PENDING METRO REAUTHORIZING LEGISLATION.

THE COUNTY GREATLY APPRECIATES YOUR PAST SUPPORT FOR THE I-66 (HOV) PROJECT AND FOR METRO. I WOULD BE PLEASED TO ANSWER ANY QUESTIONS THE COMMITTEE MAY HAVE.



I-66 INTERIM HOV LANES

Washington DC
495
695
295
1
RIVER
1
270
MARYLAND
POTOMAC
RIVER
VIRGINIA
123
Arlington
7
395
50
29
95
495
495
Vienna
Fairfax
236
123
7
50
66
29
Centreville
28
DULLES INTERNATIONAL AIRPORT
Manassas

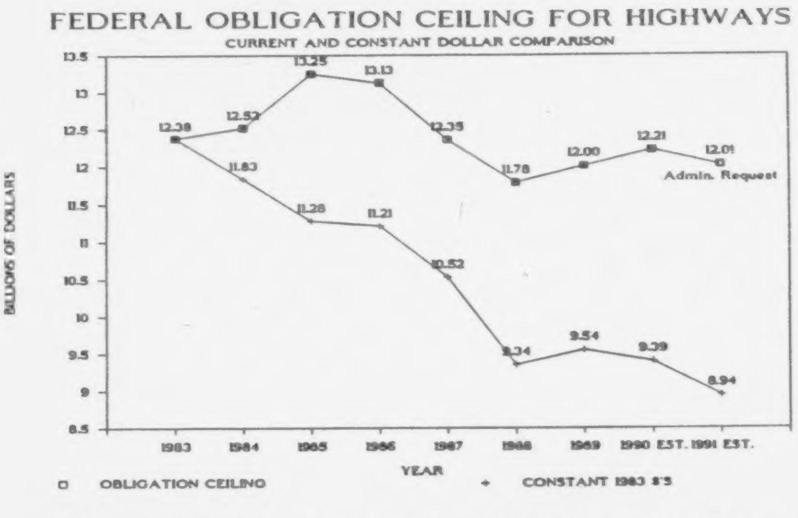
STATEMENT OF THE HIGHWAY USERS FEDERATION FOR SAFETY AND MOBILITY

The Highway Users Federation is a national coalition of businesses, industries and associations, working to improve the safety and efficiency of America's highway transportation system. Our membership consists of more than 400 companies and associations representing 27 industrial and commercial categories, 63 state and local conferences, and 2,000 individual members. Our members, in turn, speak for more than 30 million commercial and private users of the nation's highway system. We are very pleased for the opportunity to express some of our concerns about the Federal-aid highway program

The Federation's members comprise the largest group of highway users and suppliers of highway services and products. By their highway usage, this group also represents the primary source of income for the Highway Trust Fund. In other words, our members are the principal payers of state and federal highway user fees.

Reaction to 1991 DOT Budget

The Federation was disappointed by the Administration's restrained approach to the nation's surface transportation needs as set out in the 1991 budget proposal, which calls for a 7 percent overall program reduction from the approved 1990 levels. On a constant dollar basis, the requested obligation ceiling is as low as any approved since the nickel increase in the fuel tax went into effect in 1983 (see chart). Because of inflation, these "stable" dollars actually buy 25 percent less road today while highway traffic is up nearly 27 percent since 1983.



Highway users share the national concern over federal budget deficits and are willing to share in reasonable efforts to bring the deficit under control. However, the administration's call for further highway obligation reductions for the sake of a "deficit neutral" program would have a clearly undesirable impact on the domestic economy.

The administration's definition of deficit neutrality holds total highway program obligations equal to the total highway tax revenues received for the period of the Surface Transportation and Urban Relocation Assistance Act (STURAA), fiscal years 1987 through

1991. However, as the Subcommittee is aware, while the deficit is calculated on a simple income/expenditure basis for a single year, this approach doesn't work well when applied to activities like the highway program in which the government agrees in advance to pay for projects which will actually be paid for over the course of several years.

A full accounting of Highway Trust Fund finances must consider not only the tax proceeds from highway users, but the interest income accruing to the Trust Fund from investment of the Trust Fund balance. Since the fund was established in 1956, interest income has been credited to, and forms part of the Trust Fund revenue (Internal Revenue Code, Section 9602(b), 70 Stat. 374, Section 209(e)(4).

The 1991 DOT budget projects total Highway Trust Fund revenues of $16.614 billion, including interest. Outlays for 1991 are estimated to be $15.127 billion. From our view, this is hardly "neutral". If true deficit neutrality were desired, total obligations could be increased to $16.6 billion. In fact, because of the lag in processing bills for payment, obligations could be increased to as much as $17.6 billion or more.

In light of this disparity, we support the efforts of the National Governors Association and others to increase the FY 1991 highway program obligation ceiling to $15 billion. This action would have an immediate, positive impact on the level of work that the states could undertake while causing only a minimal impact in actual outlays. It would also represent a positive step towards a draw-down of the Highway Trust Fund balances. We urge the members of the subcommittee to consider the merits of this proposal.

Federation reaction to DOT policy

We were pleased by the recent White House release of the National Transportation Policy. Secretary Skinner is to be commended for completing this process, and elevating transportation to a higher position on the nation's policy agenda. The findings of the DOT's public outreach effort confirmed much of what the Federation and others found through the Transportation 2020 process in 1987 and 1988. A more detailed reaction is contained in the enclosed Federation summary to its membership. We specifically commend the Administration for recognizing the need to invest in America's transportation and for the promise to "fully use the funds that people have paid in transportation user charges for investments in transportation." Our private sector members completely support the concept of greater public, private cooperation for a more effective future highway program. We will do our part to make this work.

Proposed Highway Program

Mr. Chairman and members of the subcommittee, in my appearances before you over the past several years, I've reported on the Federation's efforts to develop greater public awareness of the nation's highway needs and to develop a consensus amongst the various transportation interest groups on the most vital issues to be addressed in the Federal-aid highway program reauthorization.

I am pleased say that these efforts have led to the successful development of a Federation proposal for the future highway program which, in our view, will meet the current and future surface transportation needs of the country while making more efficient use of the revenues collected from highway users.

Along with this statement we submitting for the record a comprehensive discussion and breakdown of the Federation's highway program proposals. The following sections briefly summarizes the major points of our proposal.

The Federation 9-point program

The Federation proposes a four-year reauthorization with annual funding of $22.9 billion for federal-aid highways and transit through 1995. We believe these funding levels can be supported without an immediate increase in user taxes, if balances in the Highway Trust Fund are used for their intended purpose and the special tax treatment of gasohol is eliminated.

1. Protect the Interstate System
Over the past 35 years, the United States has invested more than $133 billion to create the Interstate Highway System. Interstate highways carry more than 22 percent of all travel, though they consist of about one percent of the nation's road system.

The physical and operational condition of the Interstate System must be kept to a very high level through an ongoing program of restoration, rehabilitation, resurfacing and reconstruction. The Federation recommends that completion of the system be fully funded and an additional annual federal-aid commitment of $4 billion for these activities.

2. Create a National Arterial System
Another three to four percent of the nation's highway system carries another 30 percent of vehicle travel. A program is needed to upgrade these priority routes with safer designs, controlled access and additional lanes where needed and bypasses and arterial roadways in growth areas.

The Federation urges the maximum use of new engineering techniques to make travel on this National Arterial System safer and more energy efficient, help to reduce traffic congestion and help to improve urban air quality. The Federation recommends an annual federal-aid budget of $6 billion for this program.

3. Restore Metropolitan Mobility
Throughout the U.S. there are areas where billions of dollars have been invested in homes, offices and factories but not enough in needed transportation infrastructure, including roads, bridges, parking facilities, traffic control facilities and public transit.

The Federation proposes a five-fold increase in the federal commitment to helping people "get around town" through a Metropolitan Mobility Program for areas with populations over 50,000. This would be a different type of program, reducing red-tape by allowing local authorities more flexibility to spend the funds on any surface transportation capital investment, provided that investment fits into a 10-year development plan developed locally and approved by the state. We feel this would reverse the past trend toward under-investment in transportation infrastructure and improve urban mobility.

The Federation recommends annual federal funding of $4 billion for these efforts from the Highway Trust Fund, coupled with $3 billion per year from general funds for high cost transit programs such as subway systems.

4. Connect Rural America
Access to major highways is critical to millions of Americans living on farms and in small cities and towns. Although daily traffic mileage on these non-arterial roads is small, the total sum of rural road mileage is large. These roads are vital to the distribution of produce from the nation's agricultural sector to consumers throughout the country.

Local governments cannot provide for our rural mobility needs alone; major assistance is needed to keep rural roads and bridges safe and serviceable. The Federation recommends the establishment of a Rural/Small City Program to support highway or public transportation improvements in rural areas and cities with populations below 50,000. The projects would be selected by local officials, following state-approved long-range improvement plans. federal-aid funding for this program should be $2 billion annually.

5. Keep Bridges Safe
Bridges are vital to all our road systems and the members of this Subcommittee are very familiar with the vast number of America's bridges which are outmoded, obsolete and increasingly unsafe.

The Federation proposes a state-managed bridge program which would use federal-aid funds to ensure that all highway bridges receive proper inspection, maintenance and rehabilitation or replacement, regardless of what system they might be on. We recommend annual federal-aid funding for this effort of $2.5 billion.

6. Improve Traffic Safety
The United States has the lowest highway fatality rate for travel of any industrialized nation in the world: 2.2 deaths per 100 million miles of travel. The number of traffic fatalities, exceeding 45,500 in 1989, is still too high.

While each of the elements of our proposed highway program would bring additional safety benefits, additional federal funding is justified to eliminate roadside hazards, improve signs, signals and markings, and to support non-engineering activities such as safety belt and child safety system use, alcohol and drugged driving countermeasures, driver education, traffic law enforcement and the regulation of commercial vehicles.

Speaking of safety belt use, the Federation and the auto industry, working with Traffic Safety Now, are proud of the role we played in bringing about passage of state safety belt use laws throughout the country. These laws are now in effect in 33 states and the District of Columbia, and the increased safety belt use they have produced has been credited with saving more than 10,000 lives. More can and should be done to increase enforcement of safety belt laws, and to bring about their passage in those states which do not have them. In this regard, we support the Administration`s goal of increasing belt use from the current level of just under 50 percent to 70 percent by 1992.

7. Research and Development
Research can provide major dividends in the form of better highway operations and safety. We realize it is not possible in all cases to address traffic congestion through the addition of more lanes. We will have to augment traffic capacity through the use of new technologies which allow the road system to be used more efficiently and make it safer for all drivers.

The Federation recommends the establishment of a 10-year public/private development program dedicated to putting smart cars on smart roads, which will provide drivers with electronic aids to warn of hazards, give locations and provide destination headings in all weather and traffic conditions. The focus of this program should include the research and development of new technologies but also place as much emphasis on the implementation of current technology wherever possible. We recommend an annual federal budget of $100 million per year for the smart car-smart road program, to be matched by the commitments of private industry in a ten year program. Other FHWA research activities should also be expanded.

8. Develop Scenic and Public Lands Roads
Millions of acres of scenic and public lands should be opened to the American public and foreign visitors through the environmentally-sensitive development of recreational highways.

Tourism is a major source of income for many states and we recommend that the existing programs for the development of park, parkway, public land and scenic/recreational routes be closely coordinated with our suggested rural and arterial highway programs. The nation needs a coordinated program of scenic roadways to enhance tourism. Greater access to the nation's mineral, livestock and timber resources is also needed through the development of ecologically benign roads to remote areas. The Federation recommends $300 million in annual federal funding for the federal lands access efforts. The scenic roads program should be eligible for all regular federal-aid programs, rather than having a new program of specific funding.

9. Assure Better Planning
The $22.9 billion in total federal expenditures recommended under the Federation program demands more and better coordination of transportation and private development decisions to assure that both support community goals. This is a process which has failed too often in the past. It must be improved without eroding the rights of local citizens to decide their own development futures.

> State and local planning should be strengthened by this proposal and federal-aid transportation projects would have to conform to an established long-range plan meeting specific, locally set development goals and priorities. This effort would be funded by an increased percentage of highway and transit program funds.

Funding Recommendations

While recommending higher expenditures for highways in order to meet existing and future highway needs, the Federation is not suggesting a change in the historical proportions of federal, state and local funding; that is, roughly, 25 percent from the federal government, 50 percent from state governments, and 25 percent from local governments.

We believe our recommended programs and funding levels can be supported through 1995 without any additional federal highway user taxes. It would require that current funds available in the Highway Trust Fund be fully utilized, elimination of the excise tax exemption for gasohol (almost $500 million in 1989), making full use of the interest earnings of the Trust Fund (more than $1 billion annually), and drawing the balance of the Highway Trust Fund down over the reauthorization period to a reasonable level of $2 to $3 billion. We believe any proposals to increase federal highway user taxes should be deferred until the present excessive Trust Fund balances are drawn down, and the funds productively used for their intended purposes. State and local governments can use this four-year "window" to reexamine and adjust their user fees if necessary to fund their portion of an expanded program.

The Federation recommends a minor departure from the existing requirements for state matching funds on highway projects. We would establish a standard 25 percent state (or local) matching requirement with the following exceptions: limited access projects (15% state/85% federal), safety activities (0% state/100% federal) and safety construction projects (10% state/90% federal). Matching requirements in states with large federal land holdings should be reduced, as is the current practice.

Funds should continue to be apportioned to the states on the basis of simple and equitable formulas, and the states should receive no less than 90 percent of the funds their citizens contribute to the Highway Trust Fund.

Consensus Building

In developing the Federation's highway program proposal, we have relied heavily on information developed through our participation in several major consensus-building efforts -- Transportation 2020, the Advisory Council on Highway Policy (ACHP), and the Transportation Alternatives Group (TAG). We believe our proposal is entirely consistent with the positions developed in these other efforts.

The Transportation 2020 process, led by the American Association of State Highway and Transportation Officials (AASHTO) and the Federation, sought to identify the surface transportation policies that the national economy will need in the year 2020. This effort consisted of a series of 65 public forums, conducted throughout the U.S. in 1987 and 1988.

The Advisory Council on Highway Policy (ACHP), a subgroup of Transportation 2020 which includes more than 100 organizations interested in transportation, was established to conduct the public forums, evaluate policy options, and begin the consensus building process.

The ACHP has developed a consensus on a wide range of policy issues as shown in the responses to a group survey in late 1989. Of 67 specific questions relating to the future highway program, 49 were supported by 70 percent or more of the respondents. The questions and responses are contained in the attached report of the ACHP, "Is Consensus Possible?" We commend this report and its recommendations to the Subcommittee. In our opinion, the proposals represent good public policy.

The Federation also participated in the Transportation Advisory Group (TAG), a coalition of public and private interest groups which developed a series of consensus policy recommendations that provide another valuable asset for Congress' consideration as the reauthorization process moves forward.

The need for early, effective action on the highway bill

Mr. Chairman, we have already reviewed the efforts of the surface transportation community to document the nation's transportation needs and develop the remarkable degree of consensus for action which now exists. The nation is poised to move forward in protecting and enhancing our surface transportation system. We have seen several unusual occurrences which bode well for our efforts in the next several months;

* the successful development of a consensus in the transportation community regarding those issues of greatest importance to the nation,

* the release of the National Transportation Policy, which provides a unified framework for improving all of our national transportation modes, and,

* the high degree of interest which highway legislation enjoys in Congress, coupled with the broad experience and knowledge of the members and staff.

But we are very pleased by these events and happy to see the reauthorization process underway. But we are also concerned that issues already under Congressional consideration -- such as the revision of the Clean Air Act, or recurring notions for a gasoline tax increase to fund non-highway activities, may move forward in the near future and preempt our efforts to develop a thoughtful and comprehensive highway measure by limiting individual mobility, altering the basic financing structure of the Highway Trust Fund, or tapping directly into traditional sources of highway revenues.

The need for government/private sector cooperation

By virtue of our diverse membership, which includes private and corporate interests, and our strong ties to state and federal highway program managers, the Highway Users Federation is in a unique position to review the current program and offer suggestions regarding the next highway bill.

The Federation welcomes the opportunity to act as an interface between public and private interests in developing an even stronger cooperative approach for the future national highway program. For example, the Federation, in conjunction with General Motors and the Department of Transportation, is sponsoring a leadership conference this May on the implementation of Intelligent Vehicle Highway Systems. This event, to be held in Orlando, Florida in early May, will bring together the business and government policy-makers who will actually put such technology into production and use. Rather than focusing on the technical aspects of IVHS systems, this conference is intended to develop a systematic plan for the implementation of existing technologies and those which will become available in the future.

We hope this event will provide a model for future cooperative efforts to address other major issues facing the highway program.

The Highway Users Federation is continually working to heighten the nation's awareness of highway needs at many levels, from individual drivers to the officers of corporate America. We know that all Americans are all dependent on safe and reliable transportation for our health and welfare and a growing economy.

Mr. Chairman, we appreciate this opportunity to review the Federation's highway program proposal, we would be pleased to respond to any questions you might have on any of the issues we have raised or others of interest to you or the committee .

DETAILED DESCRIPTION OF ELEMENTS OF PROPOSED FUTURE FEDERAL-AID HIGHWAY PROGRAM

INTERSTATE SYSTEM

OBJECTIVE:

To assure that the economic, national defense, and productivity benefits of the Interstate System will be maintained and that the system will be preserved and upgraded as necessary to continue a high level of service to users.

PROPOSED PROGRAM FEATURES:

Complete currently authorized Interstate System segments and approved highway and transit Interstate substitution projects. Appropriate further funds as required.

Maintain federal performance standards and inspections for physical and operational maintenance of Interstate sections.

Provide $4 billion/year from the Highway Trust Fund for Interstate 4R projects selected by states and approved by the Secretary. State eligibility based on meeting Interstate maintenance standards. State matching 15/85.

Projects approved by the Federal Highway Administration to assure high quality design standards and federal requirements, as in present program.

If all feasible physical and operational improvements have been made to deficient Interstate segments within a state, the state may, with the Secretary's approval, use Interstate funds for National Arterial System projects selected to best augment Interstate segments.

A state may petition the Secretary to add highway segments to the Interstate System, providing that each segment forms an appropriate addition to the system and meets Interstate design standards. After such addition, the route would be eligible for Interstate funds and would be included in apportionment calculations.

NATIONAL ARTERIAL SYSTEM

OBJECTIVE:

To create a high quality system of routes of national significance to augment the Interstate System in meeting interstate and inter-regional person and freight movement needs and to stimulate and support sound economic development.

PROPOSED PROGRAM FEATURES:

Provide $6 billion/year from the Highway Trust Fund for capital projects on a system selected by each state and approved by the Secretary, based on a national functional classification study and not exceeding 4% of each state's rural and urban road mileage.

Projects on existing or new rights-of-way selected by the state based on a comprehensive 10-year plan to achieve specific objectives developed by the state, coordinated by the state with metropolitan area, rural and small city plans within the state, and approved by the Secretary as supporting interstate and national objectives.

Projects reviewed and approved by the Federal Highway Administration to assure high quality design standards and federal requirements, as in present program.

State (or local) matching would be 25/75 except for limited access projects (15/85).

METROPOLITAN PROGRAM

OBJECTIVE:

To assist states in assuring high quality and environmentally sound transportation service and improve the productivity and livability of their metropolitan areas.

PROPOSED PROGRAM FEATURES:

Provide $4 billion/year from the Highway Trust Fund for highway construction, transportation system management and transit capital projects within metropolitan areas of over 50,000 population. Transit capital projects would be limited to 25% of each state's annual apportionment.

Provide $3 billion/year from general funds for discretionary transit capital projects on new or greatly expanded transit systems approved by the Secretary.

Projects selected by the metropolitan area and approved by the state must conform to a 10-year plan with specific objectives developed by the metropolitan area and approved by the state. Plan must include system management, transit and operational components. Plans for areas of over 500,000 population must also include congestion relief and pedestrian safety components.

State (or local) matching would be 25/75 except for limited access projects and discretionary General Fund projects (15/85). Funds would be apportioned among the metropolitan areas of the state on a mutually agreed basis.

State must certify that projects meet safety, environmental, labor and structural standards approved by the Secretary.

Annual post-expenditure report and audits would be performed by the Federal Highway Administration to assure proper business practices.

RURAL AND SMALL CITY PROGRAM

OBJECTIVE:

To assist states in assuring a minimum acceptable level of transportation service to residents of small cities and rural areas to enhance their safety and living quality, and to improve economic development and scenic and recreational driving opportunities.

PROPOSED PROGRAM FEATURES:

Provide $2 billion/year from the Highway Trust Fund for highway and bridge construction and upgrading projects and transit capital projects outside metropolitan areas of 50,000 or more population, other than projects on designated Interstate or National Arterial Systems. Transit capital projects would be limited to 25% of each state's annual apportionment.

Projects to be selected by joint action of state and local governments, must conform to a mutually adopted l0-year plan with specific objectives. Plan must include public transportation and scenic/recreational driving components.

State (or local) matching would be 25/75 except for limited access projects (l5/85). Funds would be apportioned among areas of the state on a mutually agreed basis.

States must certify that projects meet safety, environmental, labor and structural standards approved by the Secretary.

Annual post-expenditure reports and audits would be performed by the Federal Highway Administration to assure proper business practices.

BRIDGE PROGRAM

OBJECTIVE:

To assist states in carrying out a program of bridge inspection, maintenance, and orderly rehabilitation and replacement which assures that essential highway bridges are safe and adequate.

PROPOSED PROGRAM FEATURES:

Provide $2.5 billion/year from the Highway Trust Fund for a state bridge management program covering all highway bridges within the state. Funds would be available for planning, inspection, reconstruction, rehabilitation or replacement of existing highway bridges, but not new bridge construction.

$300 million dollars/year of the above would be distributed at the discretion of the Secretary for unusually large project.

Projects selected by the state must be based on a l0-year bridge management plan with specific objectives prepared by the state and approved by the Secretary.

Projects exceeding $5 million in total cost would require Federal Highway Administration design approval. On other projects, the state would certify compliance with safety, environmental, labor and structural standards approved by the Secretary.

State (or local) matching would be 25/75.

Annual post-expenditure reports and audits would be performed by the Federal Highway Administration to assure proper business practices.

HIGHWAY AND TRAFFIC SAFETY

OBJECTIVE:

To assure an emphasis on safety in highway development and operations, assist states in improving traffic safety performance through education, enforcement and system improvements, and assure that essential safety requirements for driver, vehicle and commercial fleet operations conform to high and nationally uniform standards.

PROPOSED PROGRAM FEATURES:

Develop national performance goals and safety standards governing drivers and vehicles and the safe movement of traffic. Develop uniform standards for commercial motor vehicles, carriers and operators.

Provide $250 million/year from the Highway Trust Fund to assist states in implementing improved traffic safety programs. $125 million/year of the total would be available to assist states in safety research and studies, vehicle and driver licensing, traffic records and training, and education and enforcement projects which conform to a 5-year plan prepared by the Governor and approved by the Secretary. The second $125 million/year would be available to the states as an incentive to assist in achieving nationally uniform performance goals or standards in priority areas developed by the Secretary and the states, such as 70/80 percent safety belt usage or administrative license revocation. Incentive funds would be available in conformance with a 5-year plan prepared by the Governor and approved by the Secretary.

Provide $100 million/year from the Highway Trust Fund for motor carrier safety assistance programs.

Provide $500 million/year from the Highway Trust Fund to correct identified safety hazards and improve uniform traffic control, guidance and protection devices on any public road based on a state developed 5-year plan to achieve specific objectives approved by the Secretary.

State (or local) matching would be 10/90 on safety construction projects and 0/100 on other activities.

Provide $70 million/year for federal traffic and highway safety research.

Provide $25 million/year to establish and operate a national highway safety data center.

RESEARCH

OBJECTIVE:

To provide a strong federal presence in national and international research, to fund continuing research programs in highway materials and methods and accelerate research in areas of known deficiency.

PROPOSED PROGRAM FEATURES:

Provide international leadership in a public/private program to use electronics to improve highway safety, driver information systems and vehicle controls ($1 billion over 10 years).

Expand other Federal Highway Administration research, development and technology transfer programs to up to 1% of total program ($200 million/year).

Permit states to use up to 3% of federal funds for research and planning activities ($600 million/year).

Require a study and demonstration of improved methods of collecting user fees, feasibility and equity of peak-period pricing, and means to assure minimum evasion of highway user fees.

Require an update of the 1982 Cost Allocation Study by 1994.

Require a special study of transportation needs of an aging population.

Require a study and demonstration of effective methods to preserve rights-of-way for future transportation needs.

Continue and fund the Long Term Pavement Performance Study.

FEDERAL LANDS AND SCENIC ROAD PROGRAMS

OBJECTIVE:

To provide access to federal lands, enhance use of natural resources, provide recreational driving opportunities and carry out federal management responsibilities.

PROPOSED PROGRAM FEATURES:

Continue Forest Highway, Public Lands Highway, Parkway and Indian Reservation Roads Programs from the Highway Trust Fund at $300 million/year.

Require that each state, in conjunction with local jurisdictions and federal land management agencies identify those routes of significant scenic and recreational value within the state and develop plans for their designation and improvement as parts of appropriate federal-aid programs. (Further recommendations may stem from the Congressionally mandated National Scenic Byways Study now being conducted by Federal Highway Administration.)

PLANNING

OBJECTIVE:

To stimulate and insure proper planning of transportation facilities and coordination with local land use planning and development.

PROPOSED PROGRAM FEATURES:

Continue planning requirements of section 134.

Permit states to use up to 3% of federal funds for research and planning activities ($600 million/year).

Require more extensive transportation planning efforts and the cooperative creation of 10-year development plans as a condition of federal-aid under the National Arterial System, Metropolitan and Rural/Small City programs.

Continue biennial reports to Congress on highway system condition and performance, and bridge conditions.

Require a full policy-oriented review of surface transportation conditions and program effectiveness in 1994 and every five years thereafter.

EMERGENCY RELIEF PROGRAM

OBJECTIVE:

To provide a source of funding to decrease local transportation impact of natural disasters.

PROPOSED PROGRAM FEATURES:

Continue Emergency Relief Program from the Highway Trust Fund at $100 million/year.

PROGRAM MANAGEMENT

OBJECTIVE:

To provide the most cost-effective program administration which will achieve national objectives while permiting maximum state/local flexibility in program management.

PROPOSED PROGRAM FEATURES:

Continue a funding system which relies on highway user fees for most costs of high level systems but permits a blending of support from other beneficiaries by all levels of government.

Continue current federal oversight and project approval process for Interstate, National Arterial and major bridge projects. Permit other programs to be supervised by state or local governments and certified by them as meeting applicable federal requirements.

Provide that each state establish systems of bridge, pavement and maintenance management covering all publicly owned roads and bridges that will assure the proper inspection, maintenance, repair and, as appropriate, replacement of road surfaces, traffic control and safety appurtenances, bridges and drainage structures.

Continue cost reimbursement relationship with states.

Retain traditional (sections 301 and 129 (a) through (i)) conditions controlling use of Federal funds in conjunction with toll roads, bridges, tunnels and ferries.

Eliminate specific "demonstration" projects.

Reduce use of federal sanctions and penalties.

Reduce the number of federal program categories, permit funds in all categories to remain available for two fiscal years and allow up to 50% of funds in any category to be transferred to another category. Transfers out of the Interstate category would require Secretarial approval and transfers out of the Metropolitan and Rural/Small City programs would require concurrence of affected local governments.

Continue the international leadership of the United States in highway matters and technical assistance to other nations.

FEDERAL FUNDING

OBJECTIVE:

To continue an equitable method of funding federal transportation objectives with dedicated highway user funds for activities benefiting highway users, augmented by general funds to achieve broad social objectives.

PROPOSED PROGRAM FEATURES:

Increase federal highway-safety-transit aid to $22.945 billion/year, with $19.945 billion from the Highway Trust Fund for fiscal years 1992 through 1995. Appropriate $4.7 billion necessary to fund authorized Interstate completion and substitution projects.

Extend the federal Highway Trust Fund indefinitely.

Consolidate the highway and transit accounts into one account in the Highway Trust Fund from which all eligible programs would be funded.

Reduce balance in the Highway Trust Fund to a reasonable cash flow level (about $2 billion) by 1995.

Continue the current federal user tax structure until the Trust Fund balance is reduced to cash-flow level -- about 1995.

Shift the subsidy of gasohol and other alternative fuels from Highway Trust Fund sources to general funds.

Remove the Highway Trust Fund from the Unified Budget and from Gramm-Rudman-Hollings and other obligation controls.

Keep the internal solvency controls of the Highway Trust Fund (Byrd Amendment).

Standardize state (or local) matching requirement at 25/75 except for limited access projects (15/85), safety activities (0/100), and safety construction projects (10/90). Matching requirements would be reduced in states with large federal land holdings, following current practices.

Apportion funds among the states on the basis of simple and equitable formulae utilizing easily verified factors.

Assure each state that its annual apportionment would not be less than 90% of its actual contributions to the Highway Trust Fund and that its annual apportionments through 1995 would not be less than its 1991 apportionment, less Interstate completion funds.

SUMMARY OF PROPOSED FEDERAL FUNDING

	Current[1]	Proposed 1992-1995
	(Millions of Dollars)	
Interstate[2]	5,965	4,000
National Arterial System	2,373	6,000
Metropolitan Program	750	4,000
Trust Fund Transit Program	1,405	(3)
General Fund Transit Program	2,350	3,000
Rural Small City Program	600	2,000
Bridge Program	1,630	2,500
Safety	569	945
Research on Smart Highways[4]	-	100
Federal Lands & Scenic Roads	235	300
Emergency Relief	100	100
Demo., Substitute, Other	1,883	0
	17,860[5]	22,945

(1) 1991 authorizations from Surface Transportation and Uniform Relocation Assistance Act of 1987.

(2) Plus $4.7 billion in FY 1992 for Interstate completion and substitution projects currently authorized.

(3) Up to 25% of Metropolitan & Rural/Small City Program funds available for transit capital improvements.

(4) Also up to 1% of total program funds to FHWA & UMTA for R&D & technology transfer and up to 3% of total program funds for research and transportation planning activities by state, metropolitan, and rural/small city governments.

(5) Subject to obligation ceilings. 1989 Highway, $12.0 billion; Transit, $1.14 billion.

LETTER FROM LESTER P. LAMM, PRESIDENT, HIGHWAY USERS FEDERATION FOR SAFETY AND MOBILITY

TO FEDERATION MEMBERS:

The White House today announced the Bush Administration's new transportation policy for the U.S.. We've studied the report and believe it strengthens our own position and our 9-point future highway plan.

The report (summary enclosed) is a comprehensive statement of federal transportation policy, prepared under the strong leadership of U.S. Transportation Secretary Samuel Skinner. It culminates a year of hearings and study by the Department of Transportation to determine how best to meet the nation's transportation needs.

DOT's effort mirrors our own "Transportation 2020" process conducted in 1987-88 and, not surprisingly, comes to many of the same conclusions. Highway users can be pleased that the report acknowledges the need for significant expansion of the nation's highway capacity and recognizes the need for preserving existing roads of national importance. It also reaffirms the soundness of the user fee concept and states that it is Federal policy to spend trust fund balances over time "in a fiscally responsible way," underscores the need for better metropolitan planning, and emphasizes the importance of advanced transportation technology and expertise. We applaud the clear statement that "safety remains the top priority of the Department."

But there are several areas in the document of potential concern to highway users. These include 1.) support for increased use of toll roads, 2.) concepts which could lead to diversion of highway user revenues, 3.) consideration of "peak-period pricing" on urban highways, and 4.) higher matching ratios for state and local governments. These policy recommendations are couched in general terms. We won't know the full impact of these sections until we see legislative language later in the year.

Overall, however, the report is favorable to highway users and we should not overlook its significance. We expect it to figure prominently in efforts to focus Congress' attention on a progressive surface transportation act.

Along with the "Transportation 2020" plan, the DOT report is a good first step toward attainment of our main goal: timely Congressional approval of a sound national surface transportation bill.

But we must keep the pressure on. While current highway legislation runs through September 1991, the reality is that we cannot afford to let Congress wait until the last moment to prepare legislation. Prompt attention to a surface transportation bill is needed to insure that our nation's future highway network serves future economic growth.

Sincerely,

Lester P Lamm

Lester P. Lamm

A summary of the Bush Administration's
National Transportation Policy,
released March 8, 1990.

"MOVING AMERICA: New Direction, New Opportunities"

Some of the plan's key ideas include:

Increased federal assistance for research and technology.
Increased flexibility in use of federal funds.
A reduction of barriers to private transportation investment.

A concentration of federal funds on transportation systems of national significance.
Increased emphasis on strategic planning.
A shift in focus from building basic infrastructure to adapting and modernizing transportation systems to support economic growth.

Within the following six categories, the report states that it is federal transportation policy to:

Maintain and Expand the Nation's Transportation System

Provide the tools, incentives, and flexibility for state and local governments and the private sector to renew the capacity and performance of the transportation system.
Increase the share of project costs paid by the recipients of federal aid for transportation.
Increase emphasis on integrated state, local, and regional transportation planning, including efforts to coordinate.
Move from predominantly categorical grants to broader, more flexible federal funding for transportation.
Give priority to maintaining needed transportation infrastructure.
Encourage use of high-occupancy vehicle lanes, traffic control improvements, and other performance enhancement measures.
Encourage peak-period or congestion pricing to ensure the most effective use of transportation facilities.
Encourage preservation of land or corridors that will be required for future transportation facilities or capacity additions.

Foster a Sound Financial Base For Transportation

Spend transportation trust fund balances over time in a fiscally responsible way.
Assure that transportation users bear the maximum practical and appropriate share of the costs of services and facilities they use.
Minimize evasion of federal transportation user charges.
Relax restrictions on state and local governments to raise transportation revenues from highway tolls.
Encourage use of innovative financing options such as benefit assessments, joint public-private initiatives, and other means for capturing the value of transportation projects.
Minimize legal and regulatory barriers to private participation in owning, planning, financing, building, maintaining, and managing transportation facilities.
Encourage joint public-private initiatives for financing transportation facilities and operations.

Keep the Transportation Industry Strong and Competitive

Bring the principles of market competition to bear in public transportation and enlist the private sector in solving urban transportation problems.
Apply cost-effectiveness standards to federally assisted transit investments.
Reduce operating assistance for urban mass transit.

Support repeal of remaining federal laws imposing economic regulation on motor carriers.
Promote uniform motor carrier registrations and tax reporting requirements among the states.
Minimize potential for federally subsidized transportation services to offer unfair competition to other modes or services.

Ensure that the Transportation System Supports Public Safety and National Security

Improve reporting on accidents, and information on trends and patterns to identify potential safety problems and causes.
Encourage states to enact laws requiring use of safety belts and motorcycle helmets, and to strengthen laws against drunk and drugged driving.
Develop rules to require vehicle design to increase occupant protection and improve vehicle crash avoidance capabilities.
Promote safer design and maintenance of highways through engineering standards and signing systems that are more sensitive to the needs and abilities of drivers, including the growing population of elderly drivers.

Protect the Environment and the Quality of Life

Support fully the Administration's efforts to update the Clean Air Act, including federal iniatives necessary to enforce the transportation-related aspects.
Implement stronger measures to prevent oil spills and to impose liability requirements to ensure that damages, including natural resource damages, are compensated.
Foster development and use of more fuel-efficient vehicles and transportation operations.
Extend federal hazardous materials regulations to cover all intrastate movements of hazardous materials by commercial motor carriers.

Advance U.S. Transportation Technology and Expertise

Increase the federal transportation budget for research and technology projects, in coordination with the efforts of private industry, the academic community, and state and local governments.
Ensure that regulatory and institutional barriers do not impede implementation of viable new technologies.
Foster a national program of transportation research at the country's universities and research institutions.
Foster greater awareness of transportation as a potential career.

To implement the national transportation policy for highways and highway traffic safety, the Administration will develop legislation consistent with the following principles:

Make use of the Federal Highway Trust Fund to address critical highway infrastructure requirements.
Focus the federal-aid highway program on systems and projects of national significance.
Provide federal funding incentives for preservation of highways.

Require sound infrastructure management programs as a
condition for federal aid.
Increase the state and local share of federal-aid projects.
Allow greater use of toll financing on federal-aid highways.
Allow greater flexibility in the use of federal trust funds
for highway and transit purposes.
Devote additional resources to research and development.
Improve highway and motor carrier safety.

Prepared by the Highway Users Federation

"IS CONSENSUS POSSIBLE?"

FINAL REPORT OF FINDINGS, ADVISORY COMMITTEE ON HIGHWAY POLICY

I. THE TRANSPORTATION 2020 PROCESS

For more than 30 years, America's surface transportation policies and programs have emphasized completing the National System of Interstate and Defense Highways, while other long-standing federal programs have provided significant funding for roads and bridges, mass transit and highway safety.

Within the next few years the final Interstate System gaps will be closed. All non-Interstate federal surface transportation activities are set to expire in 1991. There is presently no agreement on how best to provide safe and efficient transportation to serve a mobile American economy into the 21st century.

The Transportation 2020 process was created in early 1987 to help develop a national consensus on future transportation policy. It involves an unprecedented coalition of more than 100 national associations, representing public and private transportation owners and operators and those who benefit from transportation service.

Transportation 2020 is a vision of the future, to project transportation service to the year 2020, and to identify the most effective public and private sector transportation strategies to help achieve our national goals over this time period.

II. THE ADVISORY COMMITTEE ON HIGHWAY POLICY

The Advisory Committee on Highway Policy (ACHP) is a subgroup of Transportation 2020 participants established by AAASHTO to conduct investigatory public forums, to evaluate surface transportation policy options and to begin the process of consensus building. It includes over 100 national organizations representing state and local public officials, major user groups, the construction sector and many other transportation interests. A listing of participating organizations comprising the Advisory Committee is shown in Appendix A.

The ACHP process, financed entirely through voluntary contributions from Transportation 2020 members, began in mid-1987 with the conduct of 65 public forums, the results of which were published in the 1988 report, "Beyond Gridlock." Further ACHP meetings and a series of policy questionnaires have led to a spirit of mutual understanding and support among ACHP members and agreement on a wide range of policy issues.

The remaining sections of this paper summarize conclusions from the ACHP consensus process. The findings will be reported early in 1990 to the U.S. Department of Transportation and to the Congress. Appendix B contains a brief summary of 1989 questionnaire results.

ACHP members present this consensus as the framework for a set of public and private surface transportation policies that will best serve the American people and a growing economy for decades to come.

III. THE TRANSPORTATION ALTERNATIVES GROUP

The Transportation Alternatives Group (TAG) is a second subgroup of Transportation 2020 participants established specifically to promote consensus policy development among key public and private interest groups with a common interest in surface transportation. It includes 12 organizations representing state and local public officials (8 members) and major transportation user groups (4 members). It is chaired by Thomas W. Bradshaw, First Boston Corporation, a former state and local official. The TAG activity was also financed entirely through voluntary contributions from Transportation 2020 members.

The Transportation Alternatives Group published several documents, "Basic Directions" in 1988, "TAG Issue Statement" in 1989, and a final consensus statement "Future Federal Surface Transportation Program" early in 1990. This final statement forms the basis of many of the policy recommendations in Part IV of this document, and is reprinted in its entirety as Appendix C herein. A full list of TAG member organizations is shown in that appendix.

IV. FEDERAL SURFACE TRANSPORTATION PROGRAM CONSENSUS

A. OVERALL FEDERAL ROLE

The United States of the last decade of the 20th century is the most mobile society the world has ever known. Safe and efficient transportation will continue to be a vital need for our growing economy into the future.

In recent years federal transportation decisions have often reflected concern for non-transportation issues--budgetary, environmental, and the like. As a direct result, our transportation system is not now providing the service needed by the traveling public, nor is it likely to adequately serve expanded future demand.

It is time to redirect our transportation policy, to be more responsible in meeting transportation requirements. We need better coordination and planning and a commitment to proper transportation investments.

The process will require concerted efforts by all levels of government and the private sector. The real catalyst for the needed changes, though, will only come about if the federal government accepts its logical leadership role. Prior transportation advances, from the Erie Canal to the Interstate era, have only been achieved when stimulated by federal leadership.

Transportation 2020 participants welcome the efforts of Department of Transportation Secretary Samuel K. Skinner and his staff to develop a comprehensive national transportation policy. The following specific recommendations are offered, in a cooperative spirit, for DOT and Congressional consideration. Transportation 2020 participants want to work closely with Congress and the Bush Administration as essential transportation programs are reauthorized.

B. SPECIFIC OBJECTIVES OF FEDERAL SURFACE TRANSPORTATION PROGRAMS

In an era of continuing competition for scarce public funds, programs at all levels of government must be scrutinized to assure that program goals continue to be important to taxpayers, and that the specific size and mix of programs will truly achieve these goals. This essential scrutinizing will be an important by-product of the 1989-90 DOT national transportation policy development process and the 1990-91 congressional legislative authorization activity.

The challenge for federal programs is particularly rigorous. Successful programs must pass the tests of essentiality and effectiveness mentioned above, and also be seen as an activity which can best be accomplished on a nationwide basis by some federal agency, rather than by state or local government or the private sector.

To illustrate how the process has worked in the case of the federal-aid highway program, the early objectives of the federal grant activity begun in 1916 were to connect America's population centers and get farmers out of the mud. These objectives have largely been met, though some rural observers feel that today's farm communities are worse off than previous generations.

Since 1916, more than 80 congressional enactments have drastically changed the objectives of the highway program, reflecting changing national priorities. For the past 33 years, the highest priority has been to complete construction of the vital 42,500 mile National System of Interstate and Defense Highways, but this task too is nearly complete.

Thus the time is ripe to refocus the federal surface transportation programs once again, to identify transportation challenges we will face as our growing economy moves into a new century, and to provide the directions and the resources we need for a better America.

The more than 100 national organizations cooperating within Transportation 2020 heard from over 2,400 witnesses during our public forum process. The 10 most frequently cited federal program objectives are listed below (not prioritized):

1. Provide for the National Defense - This goal, specifically assigned to the federal government by the Constitution of the United States, includes transportation facility use by our armed forces and service during and after natural disasters.

2. Provide for Interstate Commerce - Another constitutional mandate, and the greatest benefit of the Interstate Highway System and the nation's rail and port

facilities. While interstate commerce is seen as a true federal objective, many observers felt that specific, localized economic development projects should more properly be state or local responsibility.

3. Provide Access for All Americans - The United States of the late 20th century is the most mobile society the world has ever seen. We are increasingly dependent on transportation not only for our quality of life, but for the basic necessities of life. Federal programs should insure that no class, economic stratum, or geographic region is without access to transportation and include both an urban and rural focus.

4. Protect Service Levels and Investment in Transportation Facilities - Transportation facilities, as with any constructed item, must be maintained and occasionally modernized. Because of budget pressures at all levels of government, transportation systems have been allowed to deteriorate to the point that performance has suffered. Transportation 2020 participants feel that future federal programs must invest enough revenue to protect the nation's surface transportation systems. Today's systems are so fragile that a single transit stoppage or highway accident shuts down entire transportation corridors.

5. Reduce Urban and Suburban Traffic Congestion - Growing urban and suburban traffic congestion was cited as one of the most visible examples of recent underinvesting in transportation. Congestion losses in turn contribute to reduced commercial profit. There was general agreement that future federal programs should be directly charged with reducing urban congestion costs.

6. Foster Transportation Research and Development - Budget pressures of recent years have led to real-dollar reductions in federal transportation research accounts. Less than 14 100ths of 1 percent of highway funds were going into R&D during the early 1980's. Today's problems call for renewed federal leadership in finding innovative solutions.

7. Stimulate Improved Transportation Planning - Observers have documented a similar need for federal leadership to rejuvenate the surface transportation planning process. Too frequently, land use development decisions are made without considering corresponding transportation needs. This has been one of the root causes of unchecked urban congestion.

8. Coordinate with National Energy Policy - Transportation is a major user of energy, particularly from petroleum sources. The nation needs a consistent national energy policy for the future, and transportation program decisions need to be made consistently with energy needs.

9. Enhance Transportation Safety - More than 50,000 Americans were killed in transportation accidents in 1988, the great majority in highway traffic accidents. If fatality rates stay constant, future highway deaths alone could reach 70,000 per year or more. Renewed federal leadership in transportation safety is badly needed.

10. Help Meet Environmental Goals - Future improvements in the quality of life Americans experience will depend to a large extent on the priority which federal agencies place on environmental benefits of transportation programs. It will be important to use transportation projects to improve air quality, scenic and historic preservation efforts and other environmental goals. This, too, will require federal leadership.

C. SIZE, SCOPE OF FEDERAL PROGRAMS

Because of the diverse makeup of Transportation 2020 participants, it was not possible to agree on a single specific set of proposed federal programs which would satisfy all interests. However, there was widespread agreement that several basic surface transportation programs should be continued or expanded. These essential federal programs categories are listed below:

1. Transportation Planning and Research - Federal funds reserved for transportation planning and research programs should be significantly increased. There should be specific programs devoted to intelligent vehicle-highway systems (IVHS) and long-range pavement performance research.

2. Public Transit - Annual federal funding levels authorized in the 1982 and 1987 Acts have not been achieved, largely because of budgetary pressures. This has particularly been true of the General Fund programs. There is general agreement among Transportation 2020 participants that, at a minimum, transit program authorizations should be increased to 1987 Act levels.

3. Rail - Opinions among Transportation 2020 participants were varied, with some calling for a new federal program to improve rail passenger and freight service, while others urged continued private sector rail funding. There was general agreement that railroad safety, particularly at highway grade crossings, should be a federal priority.

4. Highway - Here, too, there were many varied opinions expressed. Nearly every specific highway program was ranked as a high priority and a low priority, depending on individual preferences. The following highway program areas were seen as needing expanded federal priority by 70 percent or more of respondents to 1988 and 1989 questionnaires sent to Advisory Committee on Highway Policy members:

a. Protect the Interstate System.

b. Improve the service of arterial roads.

c. Reduce urban and suburban traffic congestion.

d. Improve road access in small towns and rural areas.

e. Enhance highway and traffic safety.

f. Protect bridge facilities.

g. Develop a system of scenic roadways.

h. Increase the Motor Carrier Safety Assistance Program.

i. Improve access to federal lands.

j. Protect against damage from natural disasters.

D. FINANCING FUTURE FEDERAL PROGRAMS

There was a great deal of attention to transportation finance during the Transportation 2020 process. Nearly all participants felt that many or all of the federal programs have suffered from drastic underfinancing in recent years. The real transportation investment level has clearly failed to keep up with growth in transportation demand and with reduced buying power due to inflation. While specific solutions to this funding shortfall varied widely, general (70 percent or more) agreement centered on a number of funding principles, as outlined below:

1. Increased Funding Needed at All Government Levels - Many people felt that the total transportation funding effort should be increased by at least 50 percent, but that all levels of government, federal, state and local, should share in the increase.

2. Preference for User Financing - Transportation was seen as a public activity well suited to user financing through earmarked funding. This funding approach should be considered wherever feasible. In addition, transportation user revenues should be reserved for their intended program purposes. Transportation 2020 participants are united in opposition to the use of federal motor fuel taxes to reduce the budget deficit.

3. Reduce Trust Fund Balances - The related thought expressed by most is that user financing must be allowed to work. The artificial balances of over $20 billion in present transportation trust fund accounts are resented by taxpayers, and should be put into service.

4. Remove Obligation Controls - Where adequate fiscal controls exist in Trust Fund legislation, such as the Byrd Amendment provisions in the Highway Account, additional controls, such as obligation ceilings or reimbursement limits, should be resisted.

5. Off-Budget, Gramm-Rudman Exemptions - There were similar strong feelings that the trust fund accounts should not be subject to controls or restrictions under Unified Budget or Gramm-Rudman-Hollings fiscal requirements.

6. Multi-Year Capital Budget - Many participants expressed a preference for a federal budget process which differentiates between operating accounts and capital investment accounts, as is commonly done in corporate budgeting and in many state and local governments.

7. Equitable Formula Distributions - Federal funds are presently distributed among states by a complicated mix of formulas and administrative discretion. There was wide support for more extensive use of formulas, with factors tied to actual program goals, but reflecting the need for equity among states.

8. Equitable Cost Allocation - Where transportation programs are user-financed, each class of users should pay the proper share of program costs. There was some debate over whether present highway users pay their fair share.

9. Restrict Tax Subsidies, Exemptions - There was wide support for restricting the use of tax exemptions or subsidies to reduce tax requirements of certain users. Equity calls for all users to pay calculated costs of the various programs.

10. Non-Traditional Funding Sources - Because public funds have been limited in recent years, governments have turned to "innovative" funding for needed projects, including tolls, developer fees, private contributions, special tax districts, and other similar methods. Transportation 2020 participants recognized that these financing proposals are likely to continue in the future, even perhaps to be more widely used. Many organizations expressed a preference for the more traditional user-financed programs rather than expanded toll usage.

E. ADMINISTERING THE FEDERAL PROGRAMS - There was a great deal of interest in how the federal surface transportation programs were to be administered. Many Transportation 2020 participants represented customers or target constituents of present DOT programs and, consequently, came to the process with strong opinions of today's operations. Often the feeling was that present programs fall short of meeting program goals because of some aspect of the program's administration, often relating to a specific congressional requirement seen as outmoded or unneeded.

The following suggestions for program administration were supported by 70 percent or more of the 2020 participants:

1. Public-Private Cooperation - There is a strong feeling that a closer, more cooperative program management atmosphere is needed. In particular, representatives of private industry who deal with one or more units of DOT would support a national statement specifically calling for cooperation with the transportation private sector. This is often an untapped resource when transportation issues are debated.

2. Cooperative Federal-State-Local Programs - The public agencies involved in transportation frequently include representatives of federal, state and local government. Frequently, many different units of each level are involved, with regional and special-purpose governments adding even more complexity. There is a general feeling

that governments work better in a cooperative atmosphere, and that cooperation should be called for by Congress and fostered by DOT agencies. It was noted that, for the most part, the federal-aid highway program demonstrates the kind of cooperative arrangements which can work across the board.

3. Delegation of Federal Authority - The several programs vary widely in the extent to which federal approval authority is centralized or delegated. Typical surface transportation programs yield large numbers of fairly similar types of projects and, thus, seem well suited for decentralized administration. Again, the federal-aid highway program is seen as a good model for other DOT activities.

4. Reduced Federal Requirements - Particularly during the 1970's and 1980's, numerous new federal procedural requirements have been imposed on grant program recipients. Frequently, the new requirements stem from federal legislative enactments which have non-transportation objectives, and which often conflict with other federal transportation objectives. The next DOT reauthorization bills will be breaking new ground, creating modified programs for the post-Interstate era. Transportation 2020 participants strongly support significant reductions in federal procedural requirements, reflecting a truly cooperative administrative process.

5. Uniformity of Regulations - Where federal regulations are viewed as essential, we urge that they be applied consistently, uniformly by all federal agencies. It often seems that regulations are applied in some areas, and enforced in others. This often applies to non-DOT federal agencies.

6. Timely Multi-Year Authorizations - Most highway, transit and safety programs are set to expire in September 1991. The present DOT and congressional timetable points toward another 11th hour reauthorization as was true in 1982 and 1987. Many users of DOT programs fear that a late bill becomes a bad bill. We urge DOT and the Congress to speed up the legislative process. States and local governments should know 1992 apportionment figures by July 1991, at the latest, for good project planning.

7. Flexible Federal Funds - In recent years, Congress has frequently targeted federal funds toward specific types of desired projects. This has led to large increases in the number of federal programs administered in DOT. The Federal Highway Administration alone administers funds in more than 700 accounts. It is time to greatly reduce this number. Transportation 2020 participants call for much greater flexibility in the use of future federal grant funds.

8. Formula Programs not "Demonstration" Projects - The 1987 Act greatly increased congressional use of specific funding for demonstration projects of local interest. It is the belief of more than 90 percent of Transportation 2020 that subsequent reauthorization acts should fund the "normal" class of projects through regular formula programs, and reserve "demonstration" status for truly innovative technical or administrative features.

9. Eliminate Tax Evasion - Transportation taxes, bringing in billions of dollars annually, are big enough to attract shrewd customers out to line their own pockets. Tax collection agencies should invest enough staff effort to assure others that taxes are being paid when due. Tax evaders should be caught and punished.

10. Eliminate Funding Sanctions - The federal-aid highway program presently contains some 14 separate program sanctions, penalizing states from 5 percent to 100 percent of their annual highway funds. Additional sanctions are today being debated in Congress. Transportation 2020 participants strongly urge Congress and the Administration to employ fiscal incentives to attain desired goals, rather than adding more sanctions.

11. Alternate Fuels - It is probable that concerns over petroleum imports, fuel prices and clean air will continue to lead research and development efforts toward an eventual alternative to today's dependence on petroleum based motor fuels. Congressional and Administration officials are urged to work closely with the motor vehicle and petroleum industries as this development process proceeds. In particular, potential alternate fuels should neither be eliminated nor selected until full knowledge of performance, cost and environmental consequences is available.

12. Older Drivers - Federal surface transportation programs of the future, particularly the highway programs, should reflect the changing demographic pattern of American travelers. As the age level of drivers increases, additional concern for sign legibility, highway lighting and other similar safety-related designs is needed.

13. Intermodal Issues - Many Transportation 2020 participants noted that federal transportation activities are frequently single-mode programs, with little or no contact among different DOT agencies or program customers. Yet, many of today's transportation problems become most visible when two or more modes are needed for good transportation service. The next set of transportation programs should build in more extensive intermodal cooperation and inter-relation. At the same time, most Transportation 2020 interests see a need to maintain some modal focus, to assure particular taxpayers that revenues are being properly used, and to assure some desirable level of performance of every element of America's transportation network.

14. Transportation Policy Process - The very process of conducting Transportation 2020 has been beneficial, as many government and private sector interests have worked together for the first time, and see great value in continuing this type of review of federal transportation policies. In addition, the 1989 DOT Transportation Policy process has been healthy for DOT agencies and program customers alike. The last such DOT or congressional efforts were carried out more than 10 years ago, and were not nearly as comprehensive. Congress should develop and institute a process which periodically reviews national transportation policies, perhaps every 5 years. The process should involve public and private sector interests, and be led by DOT.

Congress should then review the various federal transportation programs, to see if they are achieving desired goals.

15. Organization of the U. S. Department of Transportation - Several Transportation 2020 participants proposed drastic reorganization of the operating and staff levels of the Department of Transportation. Most observers see a difference in effectiveness among various units of DOT. Many other groups believe, however, that the basic departmental organization is sound. What is needed is more interaction and cooperation among the several components. The unprecedented degree of departmental coordination which became evident in 1989, as the entire Department worked to carry out the development of a cohesive National Transportation Policy under extreme time constraints is the type of supportive activity which should be institutionalized, and standardized. The transportation system of the U. S. is so fragile, overloaded and underfunded that we cannot afford to be protective or insular. Everyone must work more closely together, so the entire transportation network performs as the nation's economy dictates.

V. IS CONSENSUS POSSIBLE?

What is the "bottom line?" Can we realistically expect to have any national consensus on the most effective future direction for federal surface transportation programs after 1991?

The Transportation 2020 process offers an answer. For nearly 3 years an unprecedented voluntary coalition of normally fragmented transportation experts, users, suppliers and beneficiaries has been working together, often for the first time. A large segment of the coalition has agreed to the many policy suggestions enumerated above.

These suggestions represent the most extensive consensus the transportation community has ever reached. Taken together, we believe they represent good public policy directions for the federal surface transportation programs of the future. We commend these suggestions to the Congress and the Department of Transportation as program reauthorization and implementation proceed.

APPENDIX A

ADVISORY COUNCIL ON HIGHWAY POLICY (ACHP)

MEMBERS

Airport Operators Council International
Aluminum Association
American Association of Motor Vehicle Administrators
American Association of Port Authorities
American Association of Retired Persons
American Automobile Association
American Bus Association
American Coal Ash Association
American Concrete Pavement Association
American Concrete Pipe Association
American Consulting Engineers Council
American Driver and Traffic Safety Education Association
American Farm Bureau Federation
American Hotel & Motel Association
American Institute of Steel Construction
American Petroleum Institute
American Public Transit Association
American Public Works Association
American Recreation Coalition
American Retreaders Association
American Road & Transportation Builders Association
American Society of Civil Engineers
American Traffic Safety Services Association
American Trucking Associations, Inc.
Asphalt Emulsion Manufacturers Association
Asphalt Institute
Asphalt Recycling & Reclaiming Association
Associated Builders and Contractors
Associated Equipment Distributors
Associated General Contractors of America
Association for Commuter Transportation
Association of American Railroads
Bicycle Federation
Better Roads & Transportation Council
Coalition for Scenic Beauty
Coalition of Northeastern Governors
Concrete Reinforcing Steel Institute
Construction Industry Manufacturers Association
Council of University Transportation Centers
Eno Foundation for Transportation
Hazardous Materials Advisory Council
Institute of the Ironworking Industry
Institute of Transportation Engineers
International Bridge, Tunnel and Turnpike Association
Kentron, Inc.
Maryland-National Capital Park and Planning Commission
Motor Vehicle Manufacturers Association
National Aggregates Association
National Asphalt Pavement Association
National Association of Counties
National Association of Governors Highway Safety Representatives
National Association of Manufacturers
National Association of Railroad Passengers
National Association of Regional Councils

National Association of State Aviation Officials
National Association of Towns and Townships
National Association of Truck Stop Operators
National Automobile Dealers Association
National Coal Association
National Conference of State Legislatures
National Corrugated Steel Pipe Association
National Council on Public Works Improvement
National Electrical Manufacturers Association
National Governors Association
National Grange
National Joint Heavy and Highway Construction Committee
National League of Cities
National Lime Association
National Parking Association
National Ready Mix Concrete Association
National Rural Letter Carriers Association
National Safety Council
National School Transportation Association
National Society of Safety Engineers
National Stone Association
National Tire Dealers and Retreaders Association
National Tour Association
Outdoor Advertising Association of America
Portland Cement Association
Private Truck Council of America
Recreation Vehicle Industry Association
Rubber Manufacturers Association
Salt Institute
Service Station and Automotive Repair Association
Sierra Club
The First Boston Corporation
The National Industrial Transportation League
The Road Information Program
The Urban Institute
The Urban Land Institute
Transportation Research Board, National Research Council
Travel Industry Association of America
Truck Trailer Manufacturers Association
U.S. Chamber of Commerce
U.S. Conference of Mayors
United Bus Owners of America
United Fresh Fruit and Vegetable Association
Western Governors Association
Wilbur Smith Management
Wire Reinforcement Institute

APPENDIX B

RESPONSES TO THE ACHP MEMBER QUESTIONNAIRE
CRITERIA FOR 1990 TRANSPORTATION ACT

1. TIMING OF LEGISLATION

A. NEXT BILL SHOULD BE PASSED & SIGNED BEFORE OCTOBER 1, 1991

AGREE 91% DISAGREE 9%

B. NEXT BILL SHOULD BE PASSED & SIGNED BEFORE OCTOBER 1, 1990

AGREE 71% DISAGREE 29%

2. DURATION OF BILL - Support at least 4 years (1992-1995)

AGREE 96% DISAGREE 4%

3. GRAMM-RUDMAN HOLLINGS - Transportation Trust Funds should, beginning in 1992, be exempt from deficit control measures.

AGREE 92% DISAGREE 8%

4. UNIFIED BUDGET - Act should remove the highway and transit accounts of the Highway Trust Fund from the unified Federal budget.

AGREE 92% DISAGREE 8%

5. GASOHOL EXEMPTION - 1990-91 Act should eliminate gasohol exemption, alternate fuel development should be financed as a general fund activity.

AGREE 93% DISAGREE 7%

6. SIZE OF HIGHWAY PROGRAMS - Present program levels of $11.5-12.5 billion per year are inadequate.

A. Present program levels of $11.5-12.5 billion per year are inadequate.

AGREE 94% DISAGREE 6%

B. 1990-91 Act should contain federal funding levels of at least $17-18 billion per year for highways

AGREE 87% DISAGREE 13%

C. In order to accomodate future growth, a Federal program of $26-30 billion per year would be needed. These funds could be generated through the equivalent of a 4 cent increase in motor fuel taxes. The 1990-91 Act should contain funding levels sufficient to meet anticipated needs.

AGREE 65% DISAGREE 35%

7. SIZE OF TRANSIT PROGRAMS

A. Present funding of $1.1 bll. from the HTF and $1.7 bll. from general revenues is inadequate since full amount of fuel taxes deposited in the transit account ($1.4 bll./year) is not being used.

AGREE 89% DISAGREE 11%

B. 1987 STURRA authorized $1.3 bll. from the HTF and $2.35 bll. from general funds. The 1990-91 Act should contain transit funding levels of at least $4-5 bll. per year.

AGREE 76% DISAGREE 24%

C. APTA estimates needed investment of $20-25 bil./year to meet increased demand and retain current market share. A $6-8 bil./year Federal program would be needed to meet current needs. This funding could be achieved through a Federal revenue increase equivalent to a 5-6 cent rise in motor fuel taxes, including the replacement of general revenue funds for transit. The 1990-91 Act should contain Federal funding levels sufficient to meet anticipated needs.

AGREE 36% DISAGREE 64%

8. DEMONSTRATION PROJECTS - The 1990-91 Act should fund special purpose projects of local interest through regular apportioned funds. Demonstration status should be reserved for projects with valid technical or administrative advances.

AGREE 91% DISAGREE 9%

9. 85% MINIMUM APPORTIONMENT

A. The 1990-91 program should retain the 85% guaranteed return of revenues to each state.

AGREE 74% DISAGREE 26%

B. Minimum apportionment should guarantee a 90% return of revenues to each state.

AGREE 48% DISAGREE 52%

10. HOLD HARMLESS APPORTIONMENT - No states should receive less Federal funding in 1992 than received in 1991 excluding Interstate completion funds.

AGREE 70% DISAGREE 30%

11. FEDERAL INVESTMENT SHARE - HIGHWAYS

A. The proposed 1990-91 program should continue Federal share of total highway funding of 20-25%.

AGREE 70% DISAGREE 30%

B. Federal highway funding share should be higher than 20-25% level.

AGREE 34% DISAGREE 66%

C. Federal highway funding share should be lower than 20-25% level.

AGREE 15% DISAGREE 85%

12. FEDERAL INVESTMENT SHARE - TRANSIT

A. The proposed 1990-91 program should continue Federal share of total transit funding of 20-25%.

AGREE 63% DISAGREE 37%

B. Federal transit funding share should be higher than 20-25% level.

AGREE 30% DISAGREE 70%

C. Federal transit funding share should be lower than 20-25% level.

AGREE 15% DISAGREE 85%

13. PROPER ROLE FOR USER FINANCING FOR HIGHWAYS

A. User taxes should continue as the funding source for Federal transportation programs with no significant changes in tax rates until at least 1995.

AGREE 51% DISAGREE 49%

B. The 1990-91 program should immediately increase Federal tax rates by 5 cent per gallon.

AGREE 53% DISAGREE 47%

14. PROPER USES FOR HIGHWAY USER REVENUES

A. Revenues from highway users should be restricted to highway use only.

AGREE 51% DISAGREE 49%

B. Revenues from highway users should be restricted to those transportation uses now permitted.

AGREE 56% DISAGREE 44%

C. Revenues from highway users should be available for any transportation purpose including rail, air, water, etc.

AGREE 9% DISAGREE 91%

15. HIGHWAY USER FUNDS FOR FEDERAL DEFICIT - Revenues from highway users should be avalalable for non-transportation purposes, including Federal deficit reduction.

AGREE 4% DISAGREE 47 96%

16. PROPER ROLE FOR USER FINANCING FOR TRANSIT

A. In many high-density corridors, high-occupancy transit services may be cost effective and serve a multitude of community goals; in other areas less capital-intensive shared-ride transit options may be an important adjunct or alternative to highway construction.

AGREE 90% DISAGREE 10%

B. At current Federal investment levels, it will be impossible to keep up with transit improvements needed to both preserve existing facilities and service and accomodate new growth without significant new revenues at state and local levels. Federal tax rates should increase in 1992 to begin addressing these unmet needs.

AGREE 41% DISAGREE 59%

C. If Federal transit funding is to be increased, these funds should be distributed on a formula basis to ensure that each state or transit operator, receives a portion of the funds.

AGREE 75% DISAGREE 25%

17. PROPER ROLE FOR GENERAL FUNDING FOR TRANSIT

A. Federal transit funding should continue partially from the HTF and general funds.

AGREE 63% DISAGREE 38%

B. Increased user fees should support the full Federal transit program.

AGREE 47% DISAGREE 53%

18. PRIVATIZATION - The 1990-91 program should encourage the greater use of private funding for:

A. Highway projects

AGREE 78% DISAGREE 22%

B. Bridge projects

AGREE 73% DISAGREE 27%

C. Transit projects

AGREE 98% DISAGREE 2%

19. FUTURE TOLL FINANCING ROLE

A. 1990-91 Act should expand the use of toll roads, developer financing and other supplemental funding sources.

AGREE 81% DISAGREE 19%

B. 1990-91 Act should specifically allow for private sector development of toll roads.

AGREE 75% DISAGREE 25%

20. GREATER FUNDING FLEXIBILITY - 1990-91 Act should permit state & local programs greater flexibility in the use of Federal highway and transit funding through the use of fewer categories and greater transferability.

AGREE 75% DISAGREE 25%

21. REDUCED FEDERAL REQUIREMENTS - 1990-91 program should strike a balance between stringer state controls and fewer Federal project reviews.

AGREE 81% DISAGREE 19%

22. STRENGTHEN, EXPAND TRANSPORTATION PLANNING

A. Since 1965 Federal law has required a cooperative planning process in cities of 50,000+ population. The 1990-91 program should reinforce this process, continue Federal funding and extend it to non-metropolitan areas.

AGREE 89% DISAGREE 11%

B. All highway and transit projects should be based on a 10 year plan.

AGREE 82% DISAGREE 18%

23. TRANSPORTATION AND AIR QUALITY

A. Since 1974, transportation and regional air quality have had to been in conformity. The 1990-91 Act should reinforce this linkage, particularly in non-attainment areas.

AGREE 88% DISAGREE 12%

B. Transportation project approvals should continue to be held up in non-attainment areas.

AGREE 34% DISAGREE 66%

24. INTERSTATE SYSTEM PROTECTION - The 1990-91 program should contain enough Federal funding to protect the physical condition of the existing Interstate Highway System.

AGREE 98% DISAGREE 2%

25. INTERSTATE SYSTEM EXPANSION - The 1990-91 program should contain enough Federal funding to permit gradual system expansion, perhaps another 12-15,000 miles over 30 years.

AGREE 78% DISAGREE 22%

26. URBAN-SURBURBAN CONGESTION - 1990-91 program should expand priority of federal funding to alleviate urban and suburban traffic congestion.

AGREE 98% DISAGREE 2%

27. BLOCK GRANT CONCEPT FOR URBAN, RURAL PROJECTS - Federal block grants should be available to urban & rural state and local governments to finance nearly any highway related capital investment including new construction, upgrading existing roads or low cost traffic engineering improvements.

AGREE 82% DISAGREE 18%

28. FUNDING FOR TRANSIT CAPITAL - Federal urban & rural block grants should also be available to finance transit-related capital investments.

AGREE 68% DISAGREE 32%

NOTE: APTA GAVE QUALIFIED RESPONSES IN BOTH AGGREE AND DISAGREE COLUMNS

29. FUNDING FOR TRANSIT OPERATIONS - Federal urban & rural block grants should also be available to finance transit operating expenses.

AGREE 32% DISAGREE 68%

NOTE: APTA GAVE QUALIFIED RESPONSES IN BOTH AGGREE AND DISAGREE COLUMNS

30. BLOCK GRANT PROJECT SELECTION - Projects should be selected and supervised by state & local officials subject to federal safety, environmental and engineering standards. All projects should come from an approved capital improvement plan. End-of-year summary reports should be prepared for Congress and DOT to verify how funds were used.

AGREE 92% DISAGREE 8%

31. FUNDING FOR BLOCK GRANT PROJECTS - 1990-91 Act should provide that significantly increased funding be directed to state and local governments to deal with the problems of building\expanding road capacity to deal with congestion and maintaining access to rural areas.

AGREE 84% DISAGREE 16%

32. SCENIC ROADS PROGRAM

A. 1990-91 program should call for states to identify networks of scenic roads, both urban and rural. These would tie in to existing federal parkways or other recreational routes. Specific programs to expand and improve these facilities would be developed.

AGREE 74% DISAGREE 26%

B. Any class of federal funds should be used to finance needed improvements.

AGREE 32% DISAGREE 68%

C. A new class of federal funds should be developed to finance scenic road improvements.

AGREE 47% DISAGREE 53%

33. BRIDGE PROGRAM - A separate class of funding for bridge repair and replacement should continue.

AGREE 90% DISAGREE 10%

34. BRIDGE DISCRETIONARY PROGRAM - A portion of bridge funds should be reserved for secretarial distribution to high-cost bridge projects.

AGREE 92% DISAGREE 8%

35. NEW HIGHWAY AND TRAFFIC SAFETY PROGRAM EMPHASIS

A. The 1990-91 program should emphasize about 10 major safety areas where national standardization is necessary.

AGREE 100% DISAGREE 0%

B. A consolidated highway safety construction program should be continued.

AGREE 98% DISAGREE 2%

C. Funding for both programs should be significantly increased.

AGREE 87% DISAGREE 13%

D. A specific rail-highway grade crossing improvement program should be continued.

AGREE 72% DISAGREE 28%

E. Funding for this program should be significantly increased.

AGREE 47% DISAGREE 53%

36. INCREASED MOTOR CARRIER SAFETY ASSISTANCE PROGRAM

A. Since 1963 federal funds have been directed at a national program to improve the safety record of trucks and buses. The 1990-91 program should continue the motor carrier safety program.

AGREE 96% DISAGREE 4%

B. Funding for the motor carrier safety program should be significantly increased.

AGREE 71% DISAGREE 29%

37. GREATER FEDERAL RESEARCH & DEVELOPMENT ROLE - The 1990-91 program should propose a major funding increase and expanded leadership in highway research by the federal government.

AGREE 85% DISAGREE 15%

38. PUBLIC-PRIVATE VEHICLE-HIGHWAY RESEARCH

A. A national cooperative public-private effort to foster and focus basic research in vehicle and traffic guidance mechanism is needed. The 1990-91 program should contain federal funding for this purpose.

AGREE 83% DISAGREE 17%

B. The program should finance a 10 year program, with perhaps $1 billion federal funds and significant private sector cooperative efforts.

AGREE 72% DISAGREE 28%

	#	%
MY ORGANIZATION HAS DEVELOPED A LONG TERM POLICY	20	39%
MY ORGANIZATION IS DEVELOPING ITS LONG TERM POLICY	14	27%
MY ORGANIZATION WON'T HAVE A SPECIFIC POLICY	10	20%
NO ANSWER	7	14%

GROUPS RESPONDING TO THE SURVEY

1 American Association of Railroads
2 American Association of State Highway & Transportation Officials
3 American Automobile Association
4 American Concrete Pavement Assn.
5 American Concrete Pipe Association
6 American Consulting Engineers Council
7 American Driver & Traffic Safety Education Assn.
8 American Institute of Steel Construction
9 American Planning Association
10 American Public Transit Assn.
11 American Public Works Association
12 American Recreation Coalition
13 American Road & Transportation Builders Association
14 American Society of Civil Engineers (Nat' Transport. Policy Committee)
15 American Traffic Safety Services Association
16 American Trucking Associations
17 Asphalt Recycling & Reclaiming Assn.
18 Associated Builders & Contractors
19 Associated General Contractors
20 Association for Commuter Transportation
21 Association of Transportation Centers
22 Better Roads and Transportation Council
23 Bicycle Federation
24 Concrete Reinforcing Steel Institute
25 DTP, Inc.
26 Highway Users Federation
27 Institute of Transportation Engineers
28 International Bridge, Tunnel & Turnpike Assn.
29 National Aggregates Assn. / National Ready Mixed Concrete Assn.
30 National Asphalt Pavement Association
31 National Association of Counties
32 National Association of Railroad Passengers
33 National Coal Association
34 National Conference of State Legislatures
35 National Corrugated Steel Pipe Assn.
36 National Electrical Manufacturers Assn.
37 National Governors Association
38 National Grange
39 National Industrial Transportation League (Transportation Committee)
40 National League of Cities
41 National Milk Producers Federation
42 National Private Truck Council
43 National School Transportation Assn.
44 National Society of Professional Engineers
45 Portland Cement Assn.
46 Recreational Vehicle Industry Assn.
47 Rubber Manufacturers Assn.
48 Salt Institute
49 Service Station & Automotive Repair Association
50 TCT, Inc.
51 The Asphalt Institute
52 U.S. Chamber of Commerce
53 U.S. Conference of Mayors

MANOCHERIAN-ROBBINS FOUNDATION, INC.

LETTER FROM FRAYDUN MANOCHERIAN, PRESIDENT

March 20, 1990

The Honorable Frank R. Lautenberg
Chairman
Sub-committee on Surface Transportation
SD-156 Dirksen Senate Office Building
Washington, D.C.   20510

Dear Senator Lautenberg,

It is my honor to submit for your consideration, and that of the Appropriations Sub-comittee on Surface Transportation, the enclosed proposal for increasing public education and public awareness of highway safety. The Manocherian-Robbins Foundation, which has been involved in highway safety for the past 30 years, is the publisher of "Flesh, Metal & Glass," which details the sad legacy of death on our nation's roads.

As you may know, more than 47,000 Americans died last year in vehicular accidents -- the number one disabler of all age groups. Unfortunately, the numbers have increased during the last four years. This death rate is as devastating to American youth as the Viet Nam War was in its duration -- and yet it is accepted generally as an unfortunate but daily mishap. I believe that Americans deserve better.

The attached White Paper, "Death, Destruction and Dollars: Why We Urgently Need a Strengthened Public Education Campaign," details our proposal.

Thank you for your consideration.

Sincerely,

Fraydun Manocherian
President

DEATH, DESTRUCTION and DOLLARS:

Why We Urgently Need

A Strengthened Public Education Campaign

To Change The Behavior Of The American Driver

EXECUTIVE SUMMARY

Each year motor vehicle accidents continue to be the number one killer of Americans ages 1-34 and the number one disabler of all Americans. In 1988 alone, there were 6.8 million traffic accidents, which killed 47,083 Americans and injured another 3.4 million. One out of every three vehicles was involved in an accident--and the number of accidents has increased by one half million since 1986. In addition to enormous human suffering and loss, these accidents have cost American society an alarming $75 billion annually.

GOAL

The Manocherian-Robbins Foundation believes that a well-coordinated, intensive national effort can reverse the growing number of accidents, fatalities and injuries, and their staggering emotional and financial costs to American society. A ten percent decrease in the costs associated with highway accidents would save the nation $7.5 billion annually. Even a one percent reduction would save $750 million.

RECOMMENDATION

The Manocherian-Robbins Foundation recommends launching an annual $150 million public education campaign emphasizing television and radio advertising to promote safe driving. This campaign would extend the national focus beyond current efforts to encourage seat belt use and discourage drunk driving. In addition, it would make drivers aware of other principal causes of accidents and ways to avoid them.

Critically important information regarding defensive driving is not being communicated at all in current media campaigns. Of the $3 million used for mass media education, most efforts are aimed at discouraging drunk driving--a factor present in half of all fatalities and 9% of all accidents. Yet 90% of all accidents are caused by the driver. Clearly, driver judgment and competence is the critical factor which must be addressed next in order to reduce all other causes of accidents.

FUNDING

The campaign would be funded through the allocation of less than one percent of the Highway Trust Fund's fiscal year 1990 appropriation of $15.9 billion.

IMPLEMENTATION

An 11-member committee under the jurisdiction of the Secretary of Transportation would be established within the U.S. Department of Transportation to direct the campaign. The committee, chaired by the Chief Administrator of the National Highway Traffic Safety Administration, would be comprised of two psychologists, two automobile industry leaders, two advertising industry executives, two educators and two others. Committee decisions would require seven members.

I. INTRODUCTION - AMERICA DESERVES BETTER:

Motor vehicle accidents continue to kill more Americans ages 1-34 than any other cause.[1] In addition, each year motor vehicle accidents disable more Americans of all ages than any other cause. In 1988 alone, 47,093 Americans lost their lives in traffic accidents. This staggering death trend has risen steadily since 1985 as have the number of accidents, with one half million more crashes in 1988 than in 1986.[2] Indeed, in the past dozen years, our nation's highways have claimed ten times more American lives than were lost during the entire Vietnam war.

---

[1] Source: National Center for Health Statistics; detailed on page 17.

This paper will assess the latest available data regarding vehicular accidents and the staggering costs to American society of the injuries and deaths on our roadways. It is the contention of the Manocherian-Robbins Foundation that traffic accidents--and the injuries, deaths and economic costs they spawn--can be dramatically reduced if Congress and the Administration make a cost-efficient allocation of about one percent of the federal Highway Trust Fund to bolster national public education efforts to promote safe driving.

By "safe driving," we mean driving soberly, intelligently, and with much greater competence--not only in the use of cars, but with trucks, motorcycles and bicycles as well. While many worthwhile efforts have been made to discourage drunk driving, alcohol and drugs are present in 50% of fatal accidents. We propose that a public education program extending the national focus beyond seat belt use and drunk driving would make drivers aware of other principal causes of accidents and ways to avoid them.

Knowledge of road conditions, perilous highway situations and pedestrian habits significantly enhances driver competence, but most drivers have shockingly little understanding of what behavior or conditions lead to serious accidents. They have even less knowledge of how to respond to dangerous conditions or threatening situations when they are confronted by them on the highway.

---

[2] Source: National Highway Traffic Safety Administration (National Center for Statistics & Analysis, National Accident Sampling System, and General Estimate System).

We propose that the U.S. Department of Transportation launch an intensive campaign to make drivers aware of other principal causes of accidents and, in understandable, practical terms, explain how drivers can successfully develop their judgment skills to avoid becoming part of the grim legacy of our nation's inattention to defensive driving.

II. DEATH, DESTRUCTION AND DOLLARS--THE HIGH COST OF VEHICULAR ACCIDENTS:

The hazards of driving or riding in a motorized vehicle, or simply walking across a street, are substantial. The staggering health and economic costs to American society of traffic accidents were assessed at over $74 billion annually in a 1987 study prepared by the National Highway Traffic Safety Administration (NHTSA).

TABLE I
1986 Crash-Related Injuries, Fatalities and Damage Costs

LOSS	# PERSONS/VEHICLES	COST TO SOCIETY
Fatalities	46,056	$16.50 Billion
Total Injured Persons	3,417,600	17.46
Property Damage Only (Vehicles)	45,458,618	29.59
Uninvolved Vehicles (Insurance Overhead)	109,714,320	10.64
	TOTAL	$74.19 Billion

* Additional breakdown of costs to society provided on Page 18.

In the study year, more than 45 million vehicles out of some 154 million on the road were damaged in accidents--that's nearly one out of every three vehicles! The 46,056 Americans who died and the 3.5 million who sustained injuries ranging from minor abrasions to permanent disfigurement and coma, hurt American society as well as themselves. Their illness and death robbed $16.38 billion in lost productivity from our GNP; their collisions destroyed $27.37 billion in property and drove insurance costs up by $20.86 billion. By reducing accidents by only one-tenth, America could save almost seven billion, five hundred million dollars.

Even a one percent reduction in accidents would save society three-quarters-of-a-billion dollars. The Manocherian-Robbins Foundation is convinced that our proposed program will rapidly achieve a reduction in accidents well in excess of one percent.

III. CURRENT EFFORTS TO SAVE LIFE AND LIMB -- TOO LITTLE, TOO "LATE":

The highway safety programs conducted by the federal government are funded by the Highway Trust Fund, which totalled $14.8 billion in 1988.* These programs are administered by the Federal Highway Administration and the National Highway Traffic Safety Administration (NHTSA). The Federal Highway Administration's safety programs focus on improving the highways themselves (e.g., highway engineering) and comprise $433 million, or 3% of the total Highway Trust Fund. The National Highway Traffic Safety Administration's safety programs focus on the driver and the vehicle, and comprise $159 million, or 1% of the Trust Fund. NHTSA redistributes $128 million of this amount in grants to each state Governor's Highway Safety office.

Of NHTSA's $30.3 million in federal Operations and Research funded through the Trust Fund only $1 million is expended to produce public service announcements related to safe driving.

---

* 1988 Appropriations; detailed on page 18.

Collectively, the states spend another $2 million of NHTSA funds on production of PSA's to convey their own safety priorities to the public.*

Taken together, total federal and state PSA production dollars in 1988 amounted to less than two hundredths of one per cent of the Highway Trust Fund. Recognizing that traffic accidents are the leading cause of death among Americans, and that 90% of all accidents are caused by driver behaviors that can be avoided, our preventive action to educate the public comprises a minuscule proportion of total highway expenditures.

During the past five years, NHTSA has leveraged the $1 million allocation for public education on highway safety to conduct two separate media campaigns in association with the Ad Council--one discouraging drunk driving and the other promoting seat belt use.[3]

NHTSA began its anti-drunk driving campaign in 1982 with "Drinking and Driving Can Kill a Friendship," followed by "Crashing Glasses" in 1983. No new advertisements on this subject have been produced recently. During the past six years, the Ad Council has procured a total of $124 million in donated television, radio, print and billboard space for these campaigns. The awareness generated by these campaigns has supported other public programs and contributed to the steady decline of alcohol-related deaths as a percentage of total fatalities, which decreased from 52.2% in 1986 to 49.6% in 1988. (See details, page 20)

---

* Primary Research.

[3] A third media campaign by NHTSA, known as T.E.A.M. ("Techniques for Effective Alcohol Management"), features sports figures in anti-drunk driving spots. It has generated a total of $8 million in donated advertising during the past four years, but is not analyzed here because of its relatively small size.

NHTSA's seat belt campaign began in 1985 with the speed prevention message, "55 Saves Lives," and the "Vince and Larry Crash Dummies." In 1988, the seat belt campaign attracted donations of $28.3 million in television, radio, print and billboard media. These messages have supported the effectiveness of new speed limit and seat belt laws, and helped increase seat belt use which, according to a 19 city survey, rose from 11% in 1982 to 47% in 1988.

While the effect of these campaigns is difficult to measure, data provided by Arbitron's Broadcast Advertisers Reports (Tables VII and VIII*) shows that the core effort, television, was diluted substantially by virtue of non-prime time and low frequency airing assigned to public service announcements. In the nation's top 16 markets, only 9% of the seat belt messages were broadcast during prime time, with most messages less than 30-seconds long. Not only were the messages run in insufficient volume to produce major behavioral changes (at a rate of $124 million over six years), but they were run overwhelmingly in non-prime time (64% aired from 7AM to 5 PM, 14% aired from 11:30 PM to 6AM) and hence directed to a small and less appropriate audience.

What's more, critically-important information regarding defensive driving is not being communicated at all in the current media campaigns. The public education effort aimed at discouraging drunk driving relates to a factor present in half of all fatalities and 9% of all accidents. Many millions of accidents occur each year where all the parties involved are sober. This means that critically important information regarding the causes of the other half of all fatal accidents is not being communicated nationally. Lack of driver competence is the problem in most accidents, and it must be addressed.

---

* Tables VII and VIII appear on Page 21.

IV. A PROPOSED CAMPAIGN TO SAVE THE LIVES OF AMERICAN MOTORISTS: THE TIME FOR DECISIVE ACTION IS NOW

A. What needs to be communicated:

It is an established fact that the driver is the cause of 90% of all automobile accidents.[4] Of the 62,237 drivers involved in fatal accidents in 1988, nearly 80% had no previous accident record. Moreover, 82% of fatal accidents occurred during dry weather and normal driving conditions. These findings demonstrate that driver judgment and everyday behaviors are the most critical factors in accidents.

Despite these findings, federal programs concentrate on the car, which we agree should be made safer, and on the road, which we also agree is imperative for safety. Our concern lies with the lack of attention given to the driver and the role his judgment plays.

The proposed new media campaign would focus on the behavior-related causes of highway accidents other than alcohol or drug use, which are not being addressed. These include driver inattentiveness, such as taking the eyes off the road to light, or pick up, a dropped cigarette; tailgating; dozing off at the wheel; as well as uncertainty in the face of frequent road hazards, such as skidding or blowouts at high speeds.

---

[4] Source: NHTSA

Indeed, most Americans have no idea how to anticipate which road conditions will cause skidding, or why and when a tire is likely to blow out. None of the current federal PSA campaigns address these and a whole range of other major causes of highway injuries and deaths.

The Manocherian-Robbins Foundation conducted a survey of two hundred drivers, asking, "What would you do if the rear of your car skidded to the left?" The majority of drivers admitted they did not know what to do, or gave the wrong answer. These are precisely the skills taught in driver education courses and assumed to be common practice among all drivers. Each year such assumptions prove deadly for thousands of innocent victims. This is because driver education courses do not reach the entire population of drivers and pedestrians, and much knowledge learned is forgotten over the driving lifetime.

While it is known that driver education reduces the incidence of accidents, only a small portion of America's 158 million drivers receives formal training. The National Safety Council annually enrolls less than 2% of the nation's drivers in Defensive Driving courses.[5] From 1983 to 1987, the percentage of the nation's public and private schools offering Driver Education declined from 80% to 69%. Further, during that same period, the percentage of eligible students enrolled in Driver Education decreased from 64% to 46.3%.[6] Driver education programs completely ignore non-driving citizens and children who have not reached driving age; proper education also could reduce dramatically the 7,000 pedestrian deaths each year, most of whom are children and senior citizens.

---

[5] Source: National Safety Council.

[6] Source: American Driver and Traffic Safety Education Association.

Secondly, it must be recognized that the knowledge attained in driver education courses--typically taken at age 16--does not remain with the individual indefinitely, for the same reasons that we cannot remember all that we learned in school years ago. Indeed, one out of every five drivers on the road today is over 60 years old.[7] This, coupled with the fact that most people taking voluntary driving courses are the ones who need them least, has led us to suggest the launching of an intensive campaign to reach those citizens who must be educated and re-educated if we are to reduce the mayhem on our nation's roads and highways.

Written materials such as the book, Flesh, Metal and Glass, published by the Manocherian-Robbins Foundation, are available for the asking, but unfortunately, the people who seek and read them are those who least need them. Further, the offering of such materials to the problem driver would most likely be resisted. The solution to this problem requires reaching a captive audience to whom critical information can be brought in small doses and on a continuous basis.

To combat this growing horror, we propose that a national education campaign on television and radio, and in the print media be waged under the supervision of a unit of the U.S. Department of Transportation. The objective would be to make the entire nation conscious of the highway safety problem on a continuous basis. The mass audience tuned in to the most popular shows during prime time could be taught the elements of defensive driving in addition to being persuaded to purchase products.

We are convinced that a sophisticated, effective public education campaign can be mounted which will successfully penetrate the consciousness of the majority of American drivers, teaching them how to avoid highway hazards and how to effectively cope with them if they do occur. Such a campaign, centered on television advertising, must contain three critical elements:

---

[7] Sources: Bureau of the Census, Federal Highway Administration

1) it must be continuous;
2) it must be aired in prime time and otherwise carefully targeted to accident-prone drivers (e.g., adolescents);
3) and it must utilize state-of-the-art production values, such as top entertainers and athletes as spokesmen, and the best creative talent on Madison Avenue and in Hollywood.

A truly effective campaign cannot rely solely on Public Service Announcements broadcast on donated air time, as has been the case historically, but rather must be founded upon a substantial paid advertising budget, such as that used to promote the U.S. armed services.

Additionally, it would be helpful to feature actual survivors of automobile and truck accidents, or the families of those who perished, as a dramatic means of conveying the personal horror and the ever-present danger of death and injury. There may be more receptivity to practical advice from people who were not prepared and consequently lost life or limb.

B. What It Will Cost and What It Will Buy:

Such a campaign, which would save this nation's citizens untold grief and suffering could be successfully mounted if the President and the Congress would agree to allocate less than one percent of the Highway Trust Fund to finance the kind of public education effort proposed above. This relatively modest expenditure would not only save lives, disability and untold pain, but would also save our society tens of billions of dollars each year.

The Highway Trust Fund, created by Title II of the Highway Revenue Act of 1956, is financed by the federal gasoline tax and a variety of automobile, truck and trailer fees. 85% of this $15 billion Fund is generated by the gasoline tax (including diesel and gasohol), with the rest levied from the sale of tires, trucks, trailers, and heavy vehicles. (See details, page 22.)

As mentioned earlier, only $1 million of this budget is dedicated to highway safety advertising campaigns at the national level. These campaigns are conducted in association with the Advertising Council, which arranges for an agency to create the ads on a pro bono basis, and coordinates their production and distribution. From 1983 to 1988, approximately $124 million in air time was donated by television, radio, publications, and billboard companies for the drunk driving campaign. In the past six years, an average of $25 million per year has been donated for the Seat Belt campaign.

However, the annual amount of donated free air time has varied enormously during this past six-year period (1983-1988). For example, in 1986, $34 million was donated for anti-drunk driving campaigns, but in 1987, only $1 million was donated in television, radio, newspaper, magazine and billboard advertising combined! In other words, there has been no consistent steady communication program focused to specific target groups.

A six-city pilot study completed by NHTSA in 1987 sought to compare the effectiveness of paid versus donated advertising.[8] While the presence of other supportive activities in the test localities rendered some of the study inconclusive, the results for specific localities showed that:

1) messages aired on paid media produced more desired changes in driver behavior than did PSA's

2) paid messages were more frequently recalled

3) a comprehensive approach to community traffic safety, including media programs, appears to be the most effective method of altering driver behavior.

A one percent allocation from the Highway Trust Fund's 1990 appropriation of $15.9 billion will yield approximately $150 million. If such an allocation were used mainly to finance a television advertising campaign, it would match the size, sophistication and effectiveness of the campaigns waged by General Motors or Proctor & Gamble. But instead of selling commercial products, that time would be used to save tens of thousands of lives, prevent millions of injuries and disabilities, and save tens of billions of dollars. How can we, as a society, not quickly embrace such an undertaking? It is either such an undertaking or the undertaker for tens of thousands of our children, friends and loved ones, year in and year out.

---

[8] Source: NHTSA, "Report to the Congress; Highway Safety Education and Information Project Prepared in Response to Section 209: Public Law 95-599, Surface Transportation Assistance Act of 1978"

Placing $125 million of this proposed budget on television advertising would buy approximately 12 billion impressions--reaching tens of millions of viewers repeatedly. An additional $25 million for a radio and print campaign would buy another 7.5 billion impressions. Only by making Americans among the most, instead of the least, sophisticated motorists in the world can we realistically hope to change driver behavior and reverse the slaughter on our highways.

C. Implementation:

To implement this effort we recommend that two entities be established.

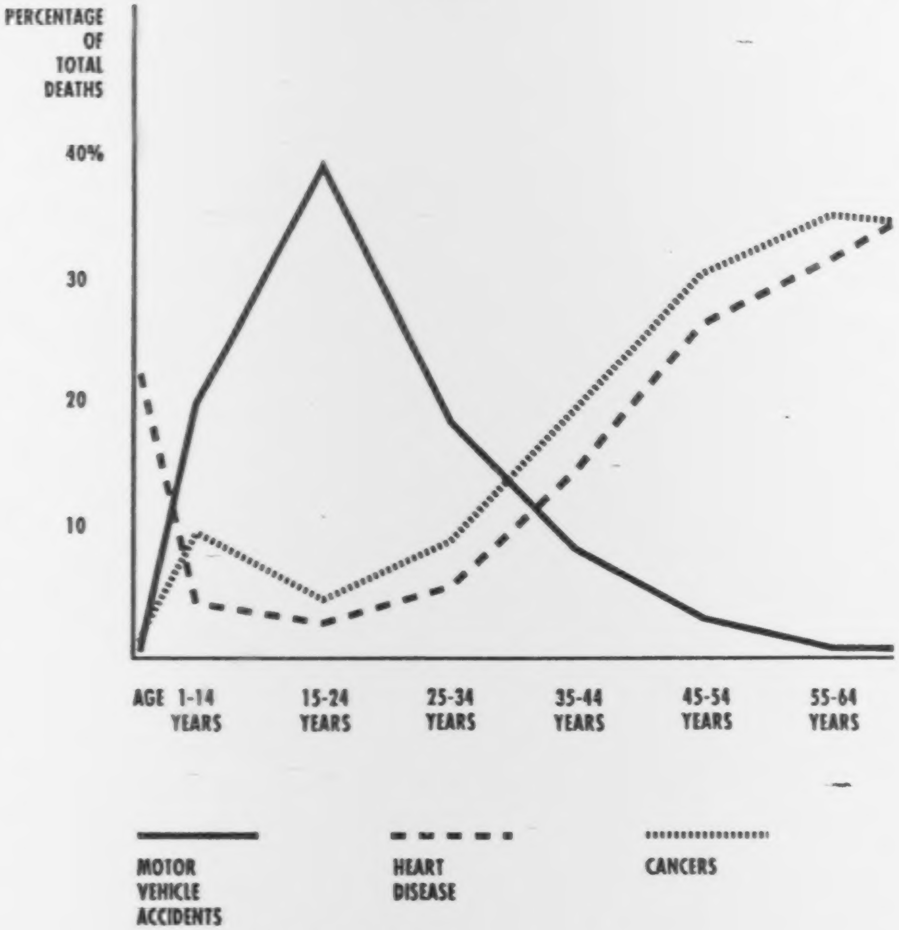
An 11-member committee under the jurisdiction of the Secretary of Transportation would be established within the U.S. Department of Transportation to direct the campaign. The committee, chaired by the Chief Administrator of the National Highway Traffic Safety Administration, would be comprised of two psychologists, two automobile executives, two advertising executives, two educators and two others. Committee decisions would require seven members. Each committee member would receive $1.00 per annum.

Second, tremendous gains can be achieved in each of the 50 states through the establishment of a national clearinghouse for driver safety public service announcements. This voluntary clearinghouse would be a central resource for the states, federal government and localities to draw upon. It would feature a comprehensive inventory of all safe driving television, radio and print ads produced by the federal government, states, localities and by civic, medical and academic organizations. In many instances, states or localities could utilize materials from this "ad bank" rather than spend money to produce new materials. In this way, cost-efficiency with maximum impact will be achieved.

The Manocherian-Robbins Foundation is prepared to work with the Congress, the President and the Department of Transportation to win public support for such an endeavor, which we believe will be enthusiastically embraced by the American people. The time for concerted action to bring an end to the carnage on our nation's roads is now.

Table II

LEADING CAUSES OF DEATH BY AGE
(1988)



Source: National Center for Health Statistics

TABLE III

Societal Cost of Motor Vehicle Accidents In 1986 by Cost Category

Cost Category	$ Billion	Percent
Property Losses	$ 27.37	36.9%
Insurance Expenses	20.86	28.1
Productivity Losses	16.38	22.1
Legal and Court Costs	4.32	5.8
Medical Costs	4.12	5.6
Emergency Costs	0.70	0.9
Other	0.45	0.6
	$ 74.20	100.00%

Source: NHTSA, Office of Plans and Policy; "The Economic Cost to Society of Motor Vehicle Accidents"

TABLE IV

HIGHWAY TRUST FUND
(Appropriations - $ Billions)

	1988	1989	1990
Highway Account	$13.724	$13.06	$15.00
Mass Transit Account	$ 1.1	$ 1.14	$ .89
Total Appropriations	$14.824	$14.20	$15.89

Source: Federal Highway Administration

TABLE V

FATALITIES IN ALL TRAFFIC CRASHES BY THE BLOOD ALCOHOL CONCENTRATION (BAC) OF THE HIGHEST ACTIVE PARTICIPANT IN THE ACCIDENT

	0.00 BAC		0.01-0.09 BAC		0.10+ BAC		ACTUAL
YEAR	#DEATHS	%TOTAL	#DEATHS	%TOTAL	#DEATHS	%TOTAL	TOTAL
1982:	18,780	42.7%	4,809	10.9%	20,356	46.3%	43,945
1983:	18,943	44.5	4,472	10.5	19,174	45.0	42,589

1984:	20,499	46.3	4,766	10.8	18,992	42.9	44,257
1985:	21,462	49.0	4,503	10.3	17,868	40.8	43,825
1986:	22,042	47.8	5,109	11.1	18,936	41.1	46,087
1987:	22,749	49.0	5,112	11.0	18,529	39.9	46,390
1988:	23,742	50.4	4,850	10.3	18,502	39.3	47,093

Source: NHTSA, National Center for Statistics and Analysis

TABLE VI

RELATIVE FREQUENCY OF SAFETY BELT PSA'S BY DAY PARTS
(Sample period: October to December, 1988)

	October 1988		November 1988		December 1988	
	Top 16 Mrkts*	41 Next Largest Mrkts	Top 16 Mrkts	41 Next Largest Mrkts	Top 16 Mrkts	41 Next Largest Mrkts
Daytime 7 AM - 5 PM	59%	60.0%	64.0%	64.0%	69.0%	70.4%
Early Fringe 5 PM - 8 PM	14	15.0	10.0	12.4	10.1	9.4
Prime Time 8 PM - 11 PM	11	8.0	6.2	8.8	9.8	9.4
Late Fringe 11 - 11:30 PM	1	2.0	1.5	2.6	1.1	3.3
Late 11:30-Sign-out	14	12.5	17.5	11.7	9.6	7.3

* Atlanta, Boston, Chicago, Cleveland, Dallas, Detroit, Houston, Los Angeles, Miami, Minneapolis, New York, Philadelphia, Pittsburgh, San Francisco, Seattle, Washington, DC

TABLE VII

RELATIVE FREQUENCY OF SAFETY BELT PSA'S BY LENGTH OF SPOT

	October 1988		November 1988		December 1988	
	Top 16 Mrkts	41 Next Largest Mrkts	Top 16 Mrkts	41 Next Largest Mrkts	Top 16 Mrkts	41 Next Largest Mrkts
10 Seconds	48%	64.6%	48.0%	63.8%	35.9%	60.5%
15/20 Seconds	7	4.2	6.4	6.2	4.6	4.7
30 Seconds	44	30.2	45.0	32.9	57.7	34.7

Primary Research

Source: Arbitron's Broadcast Advertisers Reports

TABLE VIII

SOURCES OF REVENUE FOR HIGHWAY TRUST FUND

		Calendar Year 1988 Revenues From Each Tax ($ Millions)
Excise Tax on:		
Gasoline	9 cents/gallon	$ 8,360.0 (gross)
Diesel	15 cents/gallon	2,980.0 (net)
Gasohol	3 cents/gallon	156.0 (gross)
Tires/by Weight	15 cents/lb.: 40-70 lbs.; $4.50 plus 30 cents/lb.: 70-90 lbs.; $10.50 plus 50 cents/lb.: over 90 lbs.	335.6
Truck and Trailer Sales	12 percent of sales price	1,250.0
Heavy Vehicle Use	Annual tax on vehicles 55,000-75,000 lbs. gross weight: $100.00 plus $22.00 per 1,000 lbs. over 55,000 lbs.; over 75,000 lbs.: $550.00	578.9
	TOTAL	$13,660.5

Source: Federal Highway Administration

NATIONAL ASSOCIATION OF REGULATORY UTILITY COMMISSIONERS

STATEMENT OF PAUL RODGERS, GENERAL COUNSEL

Mr. Chairman and members of the Subcommittee:

This statement is submitted on behalf of the National Association of Regulatory Utility Commissioners (NARUC). The NARUC is a quasi-governmental, non-profit Association founded in 1889 which is comprised of the State commissions charged with the regulation of our Nation's utilities and carriers. Many of our members are responsible for the implementation of Federal safety laws relating to motor carriers, railroads, and natural gas and hazardous liquid pipelines, and are participants in Department of Transportation (DOT) programs established under those statutes. It is in support of these programs that I appear before you today.

Specifically, the NARUC wishes to express its strong support for full funding for the DOT motor carrier, railroad and pipeline safety programs for FY 1991, and in particular to urge that the Department's safety grants-in-aid programs be funded at the highest possible levels. These grants-in-aid programs provide for voluntary State implementation of Federally-mandated safety standards through the sharing of up to 50 percent of the States' cost of implementing the programs (80 percent for the motor carrier safety program).

Specifically, we request the following funding levels: $60 million for motor carrier safety grants-in-aid; $9.5 million for the natural gas and hazardous liquid pipeline safety program grants-in-aid; and $3.5 million for railroad safety grants-in-aid.

These programs have greatly improved the safety of the nation's transportation systems. In addition, they provide tremendous efficiencies for the Federal government with respect to the enforcement of Federally-mandated safety standards. Leveraging limited Federal monies through the mechanism of cost-sharing is economically efficient and provides a significant return in the form of avoided accidents. Nationally, the States, through these joint Federal-State programs, provide from about 33 percent to over 90 *percent of the man-power available for transportation safety enforcement at only a fraction of the Federal funding level which would otherwise be required.*

The NARUC is vitally concerned about the future of these safety programs since our members include those State regulatory agencies which are current and potential participants, and since we are charged with the protection of the public interest. We strongly oppose any effort to eliminate or reduce funding for DOT safety grants-in-aid, and we are especially concerned with the Administration's continued refusal to recognize the benefits of the rail safety program, for which it has again recommended zero funding.

The Motor Carrier Safety Assistance Program – $60 Million

As part of the Surface Transportation Assistance Act of 1982, Congress established the Motor Carrier Safety Assistance Program (MCSAP) which provides Federal funds of up to 80 percent of a participating State's safety program costs. The MCSAP program has enabled the States to initiate or substantially increase their safety enforcement activities. Nearly all the States and U.S. territories now participate in the MCSAP program. In addition to increasing the number of safety inspections and safety management audits performed each year, the program has also improved the quality and uniformity of these activities. By requiring the adoption of Federal safety regulations as a prerequisite for funding and monitoring the States' activities, the DOT has been able to utilize the program to achieve a high degree of standardization in safety enforcement across the country.

Last year (FY 1989), State participation in the Motor Carrier Safety Assistance Program resulted in over 1,300,000 roadside safety inspections – over eight times the number performed in 1984. These inspections resulted in 474,132 vehicles and 91,218 drivers being placed out of service [See Appendix A for State-by-State breakdown]. Hazardous materials inspections have also increased significantly over the past few years, totalling almost 113,000 in FY 1989. The MCSAP has made this possible by funding and training the 1,188 full-time and 3,775 part-time State safety inspectors.

Other important elements of the MCSAP program are the development of a nationwide safety information system and the safety compliance audit program. The

"Safetynet" data base program enables the participating States and the DOT to closely monitor motor carriers with high accident rates or a history of serious safety violations. The exchange of safety information will mean that companies which need assistance in the development of safety programs and those who consistently refuse to comply with safety regulations can be identified. Currently, over forty States are uploading carrier safety information into the database.

The safety audit program serves to ensure that carriers understand and comply with the basic safety regulations as set out by the DOT. These audits involve, among other things, the analysis of the company's driver qualification records, hours of service logs, and equipment maintenance records. The audit program supplements the roadside inspection programs and encourages companies to fully comply with applicable safety standards. The number of safety audits has increased significantly under the MCSAP program and some States are now performing these audits to ensure the safety of all companies which apply for intrastate operating authority. During FY 1989, States conducted 10,233 safety reviews, compliance reviews, or other safety management audits.

Finally, MCSAP funding also contributes to State enforcement of the commercial driver's license mandated by the Commercial Motor Vehicle Safety Act of 1986.

The Administration has requested that $60 million be appropriated for the MCSAP program for FY 1991. In support of this funding level, we would stress that the success of the Federal-State partnership in motor carrier safety is increasingly evident. It is critical to the safety of our highways that both the Federal and State commitment to the uniform enforcement of motor carrier regulations be maintained at the highest possible level. Full funding of the Administration's request will help ensure that this commitment is fulfilled.

Natural Gas And Hazardous Liquid Pipeline
Safety Grants-In-Aid Program -- $9.5 Million

Since its enactment in 1968, the natural gas pipeline safety program (now merged with the hazardous liquid pipeline program) has proved itself to be a model of effective Federal-State cooperation. Administered by the DOT Research and Special Programs

Administration (RSPA), this program has enabled the States to employ and train over 233 pipeline safety inspectors and contribute over 92 percent of the national safety inspection effort. 47 State agencies, the District of Columbia and Puerto Rico currently participate in this program. In 1989, the States performed a total of 4,567 pipeline safety inspections requiring 23,113 person days to uncover 15,119 non-compliances [See Appendix B for State-by-State breakdown].

The legislation establishing this program authorized the DOT to fund 50 percent of its annual cost. However, in recent years, appropriations have continually fallen short of the authorized amount. Last year RSPA requested $4.5 million in funding for State grants-in-aid, with $4.329 million ultimately appropriated by Congress -- far below the approximately $9.2 million which represents 50 percent of the States' actual costs in 1988. This year the Administration is requesting funding of $5 million -- a level which continues to be well below 50 percent of expected State costs and just over half of the authorized amount.

The NARUC and its member State commissions wish to emphasize that, while we have made a great deal of progress in the area of pipeline safety, our work is not completed. In 1989, in the area of natural gas distribution, there were 159 accidents which resulted in 14 fatalities and 59 injuries. In addition, in the area of natural gas transmission, 98 accidents in 1989 caused 22 deaths and 19 injuries. Finally, there were 161 pipeline accidents involving the transportation of hazardous liquids in 1989 which resulted in 3 fatalities and 38 injuries. These statistics are slightly worse that those for 1988, which may easily be a reflection of reduced funding for the safety program.

We believe that, given the fact that natural gas and hazardous liquid pipelines in the United States total one and three-quarter million miles and transport more than half of the nation's energy supply, the importance of continued funding for this program cannot be overstated. It is critical to the safety of our citizens that these pipelines, which carry large quantities of extremely volatile substances, often under high pressure and in increasingly densely populated areas, remain under the intense scrutiny made possible by effective State inspection programs. Anything less could expose large segments of the *population to risks of potentially catastrophic proportions and a disruption of vital energy supplies.*

We urge the members of the Subcommittee to support the States' safety efforts by appropriating for FY 1991 at least $9.5 million which represents 50 percent of last year's actual costs for both the natural gas and hazardous liquid safety programs. We remind the Subcommittee that appropriations for pipeline safety are not funded by tax dollars, but by a user fee on the affected pipeline companies. The program is therefore "deficit neutral".

Railroad Safety Grants-In-Aid Program -- $3.5 Million

The motor carrier and gas pipeline safety programs in which NARUC members participate have been cited as outstanding examples of Federal-State cooperation. Unfortunately, the same cannot be said for the rail safety program managed by the DOT Federal Railroad Administration (FRA). The Administration's lack of commitment to rail safety -- as demonstrated by its zero funding request for rail safety grants -- is not consistent with its support for transportation safety generally and is contrary to the public interest and Congress's intent in enacting statutory safety requirements. It should also be remembered that States have been largely preempted with respect to rail regulation. In establishing a greater Federal role in railroad safety, Congress realized that Federal cost-sharing would be both efficient and equitable in terms of ensuring broad State participation.

Authorized by Congress in 1970, the FRA safety program established a railroad safety structure that involved both the FRA and State regulatory agencies which choose to participate. The program requires that State inspectors be trained and certified to enforce Federal safety regulations. This standardization of railroad safety regulations and enforcement under the FRA created a uniform set of criteria to be applied to the railroad industry by both Federal and State inspectors, which simplified the process of safety regulation and compliance for all concerned. The involvement of the States in the rail *safety regulation process brought with it a more localized or regional viewpoint, along with more intense review of railroad compliance in the respective States.*

A major benefit of State involvement in the program is the ability of State and Federal inspectors to serve as cross-checks on the other's activity. For example, currently FRA inspectors are under considerable pressure to improve their productivity and, therefore, can be expected to try and boost their inspection counts by concentrating on high density rail operating locations. This will in turn result in decreased Federal inspection activity at lower density locations, creating a void which can only be filled by State inspection activity. The State inspectors, with their more frequent inspections, greater familiarity with local operating conditions and greater level of local accountability, are less likely to let pockets of unsafe conditions go unnoticed.

In addition to establishing a uniform system of regulations and enforcement, the Federal Railroad Safety Act of 1970 authorized Federal matching funds for State programs on a dollar for dollar basis. The availability of this Federal assistance made it possible for many States to participate in the rail safety program. In spite of the lack of Federal funding during recent years, 31 States continue to participate in the Federal rail safety program.

These States have met the challenge set out in the Federal law and currently employ 112 FRA-certified inspectors who performed 7,867 track safety inspections last year. In the area of track safety, the States have consistently performed over 50 percent of the annual inspections. Without the participation of the States, the FRA would be unable to meet its safety responsibilities to the public – yet it refuses to recognize the value of obtaining more than one-third of the nation's inspection capability at half price.

Violations of safety rules persist. Over 7,000 were detected by Federal and State inspectors last year. In addition, there were a total of 32,649 train accidents or incidents last year. That translates into 89 every day of the year, or one every 16 minutes. These accidents and incidents resulted in 1,305 fatalities in 1989 – up almost nine percent over 1988.

Despite these unfortunate statistics, the FRA has completely abandoned its commitment to the railroad safety grant program. The Administration, in recent history, consistently has requested zero funding for this important program. The only departure from that disturbing pattern occurred for FY 1988 appropriations, and that minimal funding request was due only to the well-publicized and extremely tragic Amtrak accident in Chase, Maryland. While funding safety programs after accidents raise the issue to public consciousness is better than no funding at all, it would be much more prudent, and efficient, to prevent the accidents from occurring in the first place.

Accidents or no accidents, the States have continued to demonstrate, year after year, their willingness to contribute to rail safety in America. The trend toward safer railroads nationwide correlates directly with active State involvement in safety enforcement efforts. We have exceeded our part of the bargain. We have spent a great deal of money on the training and certification of our inspectors. We continue to maintain our programs and enforce Federal regulations, despite the drop in Federal participation to 15 percent of State costs in FY 1988 and to zero in FY 1989 and FY 1990. We continue to send violations to the FRA for enforcement even when we rarely see final results of our work and the FRA collects and keeps the fines.

After years of thwarting the FRA's attempts to kill this program, State regulators nationwide were shocked when the Appropriations Committees concurred in FY 1989 and zeroed out appropriations. This action must be reversed.

Members of the Subcommittee, we are quickly losing our incentive to cooperate with the FRA in this totally one-sided enforcement scheme. Whether or not States will continue to be able, or willing, to support the lion's share of this program remains to be seen, but it is indisputable that a strong Federal commitment provides leadership and encouragement to the States. We simply do not understand how the Department can be so positive with respect to the motor carrier and pipeline programs and so negative about rail safety. The programs are virtually identical with respect to the principle of Federal-State cooperation and Federal cost-sharing -- a principle which clearly works.

We believe that the long-term solution to this problem may be the passage of legislation which would give certified States the option of direct enforcement through the courts, similar to what the FRA has now. This is consistent with the enforcement mechanisms used for Federal motor carrier and pipeline safety regulations and would eliminate the majority of the problems we now experience with the FRA.

But while this may be the long-term solution, we are still faced with the immediate need for funding for FY 1991. We would strongly urge you to ignore the FRA's request for zero funding and appropriate the amount necessary to fully fund the railroad safety grant program in 1991. We therefore respectfully request that $3.5 million be appropriated for this important program. This conservative request is based on half of State program costs in 1988, the last year for which we have information. States actual costs in FY91 will of course be somewhat higher.

Respectfully submitted:

Paul Rodgers
General Counsel

Caroline Chambers
Director of Congressional Relations

STATEMENT OF HON. DAVID PRYOR, U.S. SENATOR FRCM ARKANSAS

Mr. Chairman, I am pleased to submit my testimony in support of the Great River Bridge Project which would be constructed over the Mississippi River from Desha County, Arkansas to Bolivar County, Mississippi.

The genesis of this project began in 1977 and was facilitated by federal legislation enacted in 1987 that provided funds for a feasibility study. This study was to assess the economic benefit derived from the bridge and was completed in November of 1989. The report foresees significant economic benefits as well as a national transportation impact.

I would like to impress upon you the importance of this project to the region. The economic condition in the Mississippi Delta is horrendous and I am afraid will only get worse unless the Federal Government makes a concerted effort to turn things around. I believe this project will be a excellent initial investment by Congress to inject some economic vitality to a long suffering region. With an unemployment rate of over 12% and 22% of personal income being derived from government transfer payments, this region has got to have this project in order to develop its economy. I realize the costs involved are significant ($124 million), but the benefit derived will be far greater than the outlay.

I am aware that the Federal Highway Administration has written to your subcommittee to state their opposition to the project based on the premise that the bridge is not feasible due to a low traffic count. This is in my opinion terribly unfair in that the FHA has apparently disregarded one of the stated purposes of the feasibility study and that was to determine whether the bridge would, "promote economic development to distressed multi-county areas in Arkansas and Mississippi." Without doubt, the study clearly shows the positive cost - benefit ratio to the regions economic development.

Mr. Chairman, I take strong exception to the findings of the FHA and hope the committee will take into consideration the narrow focus of the study performed by that agency. This bridge by itself will not mean economic salvation for the Delta but will be a firm base upon which to build.

Thank you for the opportunity to present my views on this issue.

STATEMENT OF KENNETH TODD, RETIRED ENGINEER

I am a retired engineer and a writer on highway traffic. I advocate the use of innovative, low-cost techniques for the relief of traffic congestion.

The recent GAO reports Traffic Congestion (GAO/PEMD 90-1 and 90-2) omitted to point out that -- according to data published by the Federal Highway Administration -- about 40 percent of all delay on urban and suburban arterial roads is not due to the large amount of traffic but to the inefficiencies of the traffic control system. On the basis of official figures, the resultant annual loss to the American motorist can conservatively be estimated at $50 billion in terms of lost time, wasted fuel and other vehicle operating expenses. This figure does not include losses to business, damage through air pollution, the cost of air pollution countermeasures, or the cost of highway construction undertaken to overcome the congestion caused by these deficiencies.

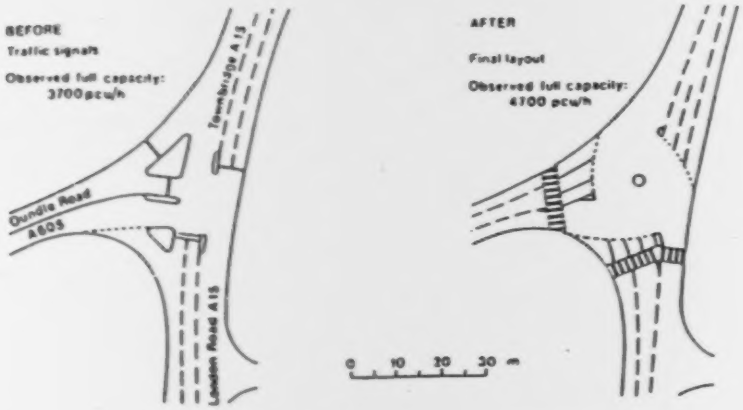
Large sums are now being spent on traffic management techniques designed to mitigate the adverse effects of traffic control deficiencies, when it would be far more economical not to introduce these deficiencies in the first place.

Traffic management techniques in their present form can reduce traffic congestion by five to ten percent, at best, according to testimony from FHWA before congressional committees. FHWA sees the construction of additional lanes as the most cost-effective method of increasing highway capacity.

Traffic congestion is rarely due to a lack of road width. It is far more often due to a lack of intersection capacity. Congestion does not occur because the roads are too narrow but because the intersections cannot handle the traffic these narrow roads are carrying already. Freeway congestion is also partly due to the inability of the current diamond interchange designs to absorb the traffic that is discharged from the freeway into the adjoining arterial streets.

Designs have been developed abroad that eliminate the traffic signal control deficiencies and increase intersection and interchange capacity without a need to widen the roads in their entire length. An intersection can be converted at relatively little cost to handle 20 or 50 percent more traffic. Given enough space, it can handle 100 percent more. Wherever these designs were implemented, stops, delays and accidents were reduced drastically. Fatal accidents fell by more than 50 percent. A large amount of material documenting the effectiveness of this technique is available.

No such designs exist in the United States, although an international research organization of which FHWA is a member recommended already in 1974 that countries worldwide conduct trials to study if they could achieve similar benefits. Led by FHWA, the U.S. traffic engineering and highway profession has not only been indifferent but openly hostile to the adoption of this new technique. If we had open competition between the new and the traditional form of traffic control, tradition would not survive. ♦


BEFORE
Traffic signals
Observed full capacity: 3700 pcu/h
Townbridge A 15
Oundle Road
A605
London Road A15
AFTER
Final layout
Observed full capacity: 4700 pcu/h
0 10 20 30 m

England

Traffic drives on left side of road

Full capacity = Total outflow while there are queues in all approaches

Fig. 1. Capacity raised by 27 percent

Source: Blackmore, F.C. The capacity of single-level intersections. Road Research Laboratory Report 356, Crowthorne, U.K., 1970.

FEDERAL RAILROAD ADMINISTRATION FUNDING

AMERICAN SHORT LINE RAILROAD ASSOCIATION

STATEMENT OF WILLIAM E. LOFTUS, PRESIDENT

On behalf of the 360 member railroads of The American Short Line Railroad Association (ASLRA), I write you in support of certain elements of the Federal Railroad Administration's request for Fiscal Year 1991 appropriations and for $15 million in Local Rail Service Assistance funding and new loan guarantee authority, all of which are critical to future growth of the nation's small railroads. Most ASLRA railroads are Class III carriers, which under rules of the Interstate Commerce Commission are line haul rail carriers, with less than $18.4 million in annual freight revenue, and switching and terminal carriers.

The Committee is fully familiar with the explosive growth of small railroads, beginning with the reorganization of bankrupt carriers in the northeast and midwest and continuing into this era of rail deregulation. Some 475 small rail freight carriers are now in operation, more than double the number operating in 1970. Indeed, the Committee has been a catalyst in the successful restructuring of the rail system through its consistent support of Local Rail Service Assistance funds targeted for crucial track rehabilitation work. While the funding has been modest in recent years, it has been instrumental in helping many startup rail carriers achieve a firm financial footing.

The fact that the LRSA program is vital and needed is evident in the applications for FY 1989 funds, and in FRA's astute and fair handling of the requests. Within the tight timeframe of the application process, 22 states submitted requests and justifications for projects totalling $17 million, even though only $6 million was available. FRA had distributed $789,624 in planning funds to the states.

The projects approved in FY 1990 were split between new and continuing track rehabilitation work on small railroads in virtually every section of the country. The funds will enable these small carriers to operate service at competitive speeds without fear of costly derailments. As these railroads continue to improve their operating plants they become a real alternative for competitive transportation service in rural areas and in small markets.

We recognize that the small railroads' needs are larger than current funding authorizations. The recent DOT/FRA study of deferred maintenance on Class II and Class III railroads set the level at $600 million, with $150 million of that amount to come from revenues and the remaining $450 million from outside financial sources. Earlier studies by the states, individually and in concert, have placed track rehabilitation needs at higher levels.

Federal funding of local rail service assistance has been a twofold benefit for small railroads. In addition to direct financing of track improvements, Federal funding has generated state and shipper assistance programs. Unfortunately, none of the three sources of funding are sufficient to stand alone, but together they have had a significant impact on promoting and developing rural rail service.

ASLRA wishes to commend to the Committee the equitable treatment FRA afforded the states and railroads in the approval of funding in FY 1989. We do not favor earmarking of funds or special consideration of any specific project. We endorse the changes made by the Congress in its reauthorization of the program. These changes will have the beneficial effect of assuring that the most desireable and productive projects get consideration.

We believe the prospects are good for a new round of sales of rural light density lines by the major railroads. Loan guarantees under Section 511 of the 4R Act would help these new railroads finance acquisition costs at reasonable rates, preventing a drain on their operating and maintenance funds. ASLRA recommends that the Committee approve $50 million in loan guarantee authority and that the guarantees be restricted to private sector banks in order to prevent any outlay of funds by the Treasury Department.

Finally, ASLRA enthusiastically endorses FRA's request for funds to provide technical assistance to regional and short line railroads. We see a wide range of activities in which FRA can be helpful tc small railroads, particularly in such matters as training of locomotive engineers, developing computer based information systems and in the planning of track maintenance programs, among others. We can assure you of our willingness to work with FRA and of the active participation of member railroads in the various safety and operating programs as they are developed.

The Committee's support over the years is one of the reasons we have a vital and growing small railroad industry serving rural America. Your approval of $15 million for LRSA program funding in FY 1991, and of FRA's modest request for technical assistance will help small railroads to continue to grow in number and to operate safely and efficiently.

Sincerely,

William E. Loftus

William E. Loftus
President

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

STATEMENT OF ROSS CAPON, EXECUTIVE DIRECTOR

Thank you for considering the views of our non-profit, consumer-oriented organization. Thank you also for your work last year in once again providing a far more balanced and environmentally sensible transportation funding package than the administration proposed. As you are painfully aware, roughly the same issues face us today.

Much of my statement deals with issues beyond this committee's jurisdiction, but the decisions Congress makes on these issues have a profound long-term impact on the nature of the funding requests this committee receives.

For example, federal policies which encourage people to fly and drive raise the costs of providing environmentally sound Amtrak and mass transit service. Pro-driving incentives also encourage use of federal highway money to add new lanes rather than repair existing lanes, as noted in the General Accounting Office's testimony before the Public Works and Transportation Committee Apr. 24.

Meanwhile, Congress's liberalization of truck size and weight standards (a policy the public no longer supports, if it ever did) creates demands both for more costly highway repairs and for aid to some rail freight services in danger of expiring due to huge, if indirect, federal truck subsidies. Big trucks are behind the GAO's key finding: "Interstate Highways Seen in Poor Condition" is how the Apr. 25 Journal of Commerce headline summed up the GAO testimony, yet their story didn't even mention trucks!

We are in touch with other relevant committees. We are scheduled to meet with Environment & Public Works Committee staff and have asked to testify. NARP Transportation Associate Harriet Parcells testified Mar. 20 before a House Public Works subcommittee and submitted a statement for the House Ways and Means Committee's "long-term strategies and the environment" hearing.

I. OVERVIEW

Our request, once again, is for the biggest possible Amtrak and transit funding increases. Also, as I noted last year, "we continue to believe that, if Amtrak and transit must be 'made whole' by taking funds from other transportation programs, highways and aviation are the logical problems to 'raid.' Cuts of the magnitude needed to fund Amtrak and transit adequately would be least noticed in the huge highway program. Furthermore, we believe that much of what states call 'highway needs' merely reflect the failure of states to adequately utilize rail transportation and land-use planning compatible with rail transit."

Amtrak and transit funding requests are even more urgent than last year due to three factors that will raise costs without improving service to the general public. The Americans with Disabilities Act (ADA) will drive up capital and operating costs for both Amtrak and transit. Amtrak costs would also be increased by a shift to all-retention toilets, while the probable impact of the Clean Air Act on dirty diesel buses will increase transit costs.

While the administration is to be commended for making a bigger transit request than in previous years, the above factors will offset the apparent gains transit made within the administration. And for Amtrak, of course, the administration thus far offers only "kinder, gentler rhetoric."

II. BREAK THE MODE-SPECIFIC TRUST FUND

As operated today, transportation trust funds tend to insure that transportation spending is lavished primarily on the most environmentally destructive and least energy-efficient forms of transportation: automobiles, trucks, airplanes. As you know, we have long advocated a consolidated transportation trust fund or at least use of gasoline tax revenues for Amtrak and state railroad projects and, to a greater extent than at present, for transit.

We were encouraged by this passage from the new transportation policy: "The Federal commitment to spending user charges for transportation purposes does not necessarily mean that trust fund revenues must be used only on the mode from which they were collected" (p. 55).

We also are pleased to see growing editorial support for Amtrak's access to the highway trust fund (see the May 14 Providence Journal, Apr. 11 Oregonian, Apr. 24 Baltimore Sun editorials attached).

III. SELF-SUFFICIENCY VS. ENVIRONMENT, SAFETY, ENERGY-EFFICIENCY

On Mar. 8, Reporter Jim Lehrer suggested to Secretary Skinner that the president's budget indicated Amtrak was not an important part of the national transportation system. The Secretary replied: "Right now, Amtrak is a very important part. We're moving towards self-sufficiency. They're over 70% self-sufficient today."

We are concerned that the secretary's view of Amtrak's importance--and of the value of all forms of transportation--is based almost exclusively on balance sheets which do not reflect environmental, safety, and energy-efficiency impacts.

o Oak Ridge National Laboratory says airlines used 1.9 times more energy per passenger-mile than did Amtrak in 1987 (up from 1.8 in 1984). Imagine how much more impressive the comparison would be if better track permitted consistent 80 or 90 mph running in all Amtrak corridors!

o The transportation policy acknowledges that "rail transportation is the safest form of surface transportation for intercity passengers, and public transit has a considerably better safety record than private motor vehicles" (p. 89). Our airline-vs.-Amtrak comparison for the ten years 1978-87 indicated virtually identical fatality records (Amtrak 5.83, airlines 5.86 fatalities per 10 billion passenger-miles); Amtrak was significantly superior for the 1977-86 period (Amtrak 2.6 vs. airlines 6.9) since that period excludes the 1987 Chase crash and includes 1977, a bad year for aviation.

o Amtrak particularly outshines aviation in terms of environmental impact on cities. Airports tend to generate suburban auto-dependent development whereas downtown rail stations reinforce transit-oriented development.

o Too many big trucks reduce highway safety and overall U. S. energy efficiency and increase highway maintenance costs (i.e. subsidies). Oak Ridge statistics indicate that big trucks used

4.3 times more energy per ton-mile than freight trains in 1987 (up from 3.2 in 1984).

As the policy statement notes: "Some of the costs imposed by various groups of users do not relate directly to the costs of construction or maintenance of the infrastructure, but instead to safety or environmental mitigation costs. As is the case with the costs now recovered through user fees, if certain users impose those additional costs on a system, they should for the sake of fairness pay those costs. The costs of safety and environmental impacts are much more difficult to measure than direct costs; however, attempting to estimate their magnitude and incorporate them into user charges may offer public benefits. If users had to face the costs of these additional burdens they are imposing, they would have greater incentives to adjust their activity to minimize the costs they were being assessed and thus reduce the adverse environmental, safety, or other costs on other users, the system, and the Nation in general" (p. 76).

Imposition of such added costs on auto, aviation, and truck users would improve cost recovery and/or market-share of Amtrak, transit and rail freight. Until highway and air users pay their full costs, the preceding paragraph is best viewed as a justification for expanded federal support of Amtrak, mass transit and certain rail freight programs.

While the dramatic improvement in Amtrak's revenue-to-cost ratio certainly is one indicator of Amtrak's value, it doesn't tell the whole story. We understand why, with the administration continuing to advocate zero funding and to push self-sufficiency, Amtrak management is ratchetting up the fares. But we are concerned that Amtrak is becoming a "rich man's" railroad that most folks can't afford even though their tax dollars support it.

There is a desperate need for the additional equipment Amtrak requests to help bring supply closer to demand and reduce upward fare pressures without causing the revenue-to-cost ratio to fall.

IV. AMTRAK'S NEED FOR CAPITAL

By FY 1991, Amtrak's assets will be depreciating at an annual rate of $180 mill. This means that Amtrak needs a capital appropriation of $145 mill. (plus about $35 mill. of internally-generated capital) just to avoid losing more ground.

V. AMTRAK WASTE DISPOSAL

Our board of directors last Saturday passed a resolution opposing legislation which would force discontinuance of service and supporting indefinite operation of Heritage cars which Amtrak says cannot be retrofitted to a full-retention system.

We oppose legislation that would set deadlines for conversion of existing Amtrak equipment too tight for Amtrak to meet--and it is hard to say now what deadlines would be practical. In any event, it would be absurd to shut down Amtrak's energy-efficient, environmentally-sensitive transportation because of the waste-retention issue, particularly in light of Amtrak's current efforts to resolve the issue.

Amtrak Pres. W. Graham Claytor Jr. has said that the Heritage cars could run indefinitely on a peak-season-only basis, enhancing Amtrak's revenue-to-cost ratio by permitting peak-season capacity increases without associated high year-round costs of new equipment. This would give Amtrak an advantage passenger railroads enjoyed in pre-Amtrak days: a fleet of older cars to augment capacity on peak days at modest cost. In contrast, Amtrak basically has been fielding almost all of its equipment on a year-round daily basis with little to add at peaks.

Since Heritage cars cannot be retrofitted to all-retention waste disposal systems, we hope any policy or law dealing with such systems would exempt Heritage cars, recognizing that these cars are limited in number, would run on a limited basis, and would offer significant benefits to the Amtrak revenue-to-cost ratio about which everyone is so concerned.

VI. AMTRAK VS. SCHOOL PATROL TRAINS

Indefinite operation of Heritage cars also would facilitate Amtrak's continued operation of the Florida school patrol trains. We strongly opposed Amtrak's efforts to kill those services effective this year. We think the initial decision badly underestimated the public-relations costs of ending the school patrols, which date back long before Amtrak's 1971 startup and which encourage today's students to become tomorrow's adult passenger-train riders. While this was a hot issue, we told Amtrak that current flat ridership trends in the Northeast Corridor (presumably due to high fares) and the delivery of new cars to increase Northeast Corridor capacity made the initial school-patrol decision particularly hard to understand this year, since Amtrak had maintained the school patrol tradition through much tougher equipment situations in previous years. We are disappointed that the net effect of the whole brouhaha was to kill the Atlanta school patrol trains.

Nevertheless, we recognize that the original decision had some economic rationale behind it, even if some of Amtrak's savings estimates were exaggerated. Keeping Heritage cars as part of Amtrak's operating fleet would enable Amtrak to meet school patrol demands with little or no impact on regular service.

VII. HIGH SPEED RAIL

We need to upgrade tracks so Amtrak can offer air-competitive services in more corridors. We believe establishment of a federal-aid program would leverage considerable state money for such efforts. Today, the absence of such a program means states have to forego federal highway and airport money in order to invest in rail, so there is little investment in rail.

We think some of the discussion emanating from DOT is based on unrealistic expectations about what the private sector will do. Certainly we see no evidence to support the notion that "private investment will be the central feature in putting any [new-technology] systems into place" (p. 106). I was a panelist on the "Earthtech" transportation forum April 6 and found that the strongest support for my "attack" on mode-specific transportation trust funding came from Larry Johnson of Argonne National Laboratory, whose major interest is in magnetic levitation.

He said, as I recall, "We're trying to get the private sector involved in magnetic levitation but their first question is always: 'What is the market?' The research always comes back: as long as the government is spending money only on highways and aviation, the market is not significant."

As for our views on magnetic levitation, it is that, while this mode may be useful in the next century, we hope maglev's "sex appeal" will not distract attention from the practical work of upgrading Amtrak corridors. Such work could make significant contributions to our transportation system almost immediately, while influencing development patterns in ways that would also be helpful to maglev should those systems be implemented at some future time.

VIII. TRANSIT

We remain hopeful that Congress will remove the pro-auto-commuting bias in federal tax law as it applies to employer-provided parking (100% tax-free, often worth a few hundred dollars a month) vs. employer-provided transit passes (tax-free only if limited to $15 or less per month).

In support of our introductory comments about the impact of the Clean Air Act on buses, we understand current Flxible prices are: diesel bus $185,000--or $202,000 with trap; methanol bus $229,000; CNG bus $285,000. CNG fuel is costing the Pittsburgh system about $.20 a gallon more than diesel. Methanol buses require 2.77 gallons of fuel to do the work of a gallon of diesel fuel--per-gallon fuel prices are roughly comparable. Some of these figures will moderate after development of mass markets, but capital and operating costs will remain significantly higher than for the old diesels.

Obviously part of the solution is to replace buses with electric light rail (or even trackless trolleys) wherever possible, both to reduce emissions per seat-mile and to increase ridership. Attached is a Mar. 26 Sacramento Bee article, "Figures tell it: Light rail works," showing the steady increases experienced on a system federal transit officials have criticized. Rail transit in general has suffered from an eagerness of critics to make sweeping judgments a year or two after the opening of rail systems built to last generations. In that connection, we were pleased to note recent Amtrak reports about encouraging Atlantic City ridership trends and the Miami Herald's Mar. 9 article, "Tri-Rail ridership on a roll: Ads, midday service credited for increase."

On the other hand, we are somewhat skeptical of HOV lanes. It seems that Secretary Skinner's interest in the revenue-to-cost ratio evaporates on this point. DOT officials, quick to criticize even Washington's Metro for its "low" revenue-to-cost ratio (about 75%), seem unable to say enough good things about Shirley Highway's HOV lanes even though the Metrobuses using them have a cost recovery of only about 30%.

HOV lanes undoubtedly are more efficient than unrestricted freeway lanes, but in most situations where we have seen HOV proposed, light rail would probably attract even more riders and a bigger market share, require a lower operating subsidy, and cause less noise and air pollution and congestion. Buses are particularly ineffective in providing quality off-peak and reverse-peak service, factors which are increasingly important as growing congestion and air pollution problems underline the importance of transit handling as many peak and off-peak trips as possible. We agree with the California Transit League, which opposes HOV lanes except as part of existing rights-of-way.

IX. PASSENGER TRANSPORTATION SUMMED UP

Our director Samuel E. Stokes Jr. of Alstead, NH, put it this way in a letter to The Christian Science Monitor: "When this nation had trains everywhere carrying people and mail, we exported more oil than we imported. One seven-car Amfleet train can relieve the highways of 500 cars. Six trains a day on ten corridors around the country could relieve the roads of 30,000 cars. The energy savings would be tremendous.

"Americans are now wasting 1.6 billion hours a year in traffic jams, and over 44,000 die on our highways every year. Auto fuel efficiency will change neither of these facts. Expanding rail service will. It is sad Washington cannot admit the truth."

We appreciate the fact that this committee has done as much as any body to allow Amtrak and mass transit the level of achievement they have already made. We urge you to redouble your efforts to further strengthen these programs.

X. FREIGHT RAILROADS

We are concerned with the fate of the freight railroads for the reasons noted earlier and because freight railroads' health dramatically influences Amtrak's ability to provide service.

Four years ago, my testimony here included this: "Some of our board members are skeptical about whether there is a long-term future for private, infrastructure-owning railroads trying to compete with highway and water carriers using publicly-owned infrastructure, but our board is united in opposing further increases in allowable truck weights and in hoping that some form of weight-distance tax, now under consideration at DOT, will increase the extent to which heavy trucks pay for the damage they do to the highways."

That quotation remains valid today. We are disappointed that the new transportation policy does not endorse a national weight-distance tax, but glad that it at least recommends setting highway user charges "according to the costs imposed by each class of users" (p. 75) and notes that "significant numbers of overweight containers are being shipped over U. S. highways, causing additional wear and safety concerns, without adequate contribution in highway user fees to compensate" (p. 72).

The policy also says: "The railroads remain subject to a variety of archaic and outmoded requirements at the Federal level, including the Federal Employers' Liability Act and the Railroad Retirement Act, that keep the railroads from playing the most efficient and effective role in the transportation system and competing on an equal basis with other modes not subject to these unique laws" (p. 70).

On April 26, in conjunction with Friends of the Earth, National Taxpayers Union and Sierra Club, we released a booklet, Big Trucks Getting a Free Ride: Enact a National Weight-Distance Tax And Say "No" to Bigger Trucks! I am providing copies for your information.

Four or five major railroads are in trouble. Illinois Central is lifting so much of its double track that Amtrak officials doubt IC's ability to run Amtrak trains reliably. IC, whose mainline roughly parallels the Mississippi River, is the railroad most vulnerable to competition from heavily (but indirectly) subsidized water carriers. As the transportation policy notes: "the Inland Waterways Trust Fund, paid from Federal fuel taxes on commercial vessels, covers about 10% of Federal outlays for inland waterways" (p. 55).

Successive Journals of Commerce announced that Standard & Poor's Corporation "is continuing to keep a close watch on Santa Fe Pacific Corp. and its Atchison, Topeka and Santa Fe Railway Co. following the parent's announced settlement of litigation with Energy Transportation Systems Inc." for $350 mill. over 8 years (Apr. 23) and that the railway "will lay off about 850 people by May 15. The layoffs will be concentrated in the railroad's section gangs (i.e., track workers) and in its car and locomotive repair shops" (Apr. 24).

Last year, Chicago and North Western was the object of a leveraged buy-out which "left the railroad with a debt load of approximately $1.3 bill., about twice what it was before the deal was completed....The company faces an operating cash shortfall of $70 mill. this year. This will be partially offset by a planned assets sale that the company hopes will bring in $30 mill. Analysts, however, are skeptical about the railroad's long-term chances of survival. 'We conclude that the company has sufficient liquidity to survive the next 3 to 4 years but probably will not generate enough cash to cover principal payments and capital expenditures,' said Jonathan Bernstein, financial analyst for Freeman Securities Co. Inc. in Jersey City" (Traffic World, Apr. 9).

Southern Pacific is closing some intermodal facilities and raising some rates "in an effort to strengthen its domestic intermodal network" (Journal of Commerce, Apr. 11). "One Midwest transportation consultant, studying the revised SP intermodal map, remarked, 'Lesson No. 1: Railroads are volume-sensitive to the point of being obscene. Remember, it takes no more money to run a 100-car train than it does to run an 80-car train.'" (Traffic World, Apr. 23).

Meanwhile, there is still a danger that the bankrupt Delaware and Hudson Railway may close down even though it is part of the most direct New York-Montreal route and U.S.-Canada trade is expected to increase dramatically under the new trade agreement. The problem is that, thanks to the structure of the rail industry, with infrastructure controlled by individual carriers, the various connecting railroads seem more interested in blocking their competitors' access to D&H tracks than in preserving those tracks.

In April, our board of directors heard presentations on "Equal Access Railroading...the Right of any Qualified user to have entrance to and passage over railroad lines and tracks under the operating rules and regulations governing those facilities for a Fee....simply an extension of what exists in most other transportation modes." The presentations were by Wall Street Analyst Isabel Benham, president of Printon, Kane Research, Inc., and Thomas D. Ellen, a former Southern Pacific official now in the trucking business--president of Logistics Transportation System of North Granby, CT.

They argued that equal access would encourage more intense use of tracks, including development of the very short trains that could help rail freight stabilize and increase its market-share. Nationwide application of "equal access" would enable carriers "to grow geographically and adjust to changing market conditions"; the present system, with each carrier limited to the tracks it owns, forces dependence on interchange, which airlines and truckers have largely abandoned since deregulation, primarily because they want to "control quality of service over the entire movement, door to door."

"Equal access" would appear to be a logical way to keep key Delaware & Hudson lines open. In fact, D&H Trustee Francis P. DiCello considered this option. A spokesman for Temple, Barker & Sloan Inc. said a railroad such as D&H which is more valuable as a routing alternative than for originating or terminating traffic "might have better earnings if he just maintains the road and lets anybody operate over it than if he has the train and operates it himself" (Journal of Commerce, Feb. 22). TB&S developed a "model for costing a D&H toll road" which Benham distributed to our board.

Lest there be any doubt about the need for a dramatic increase in rail market-share, consider that intermodal services account for a pathetic 16% of general merchandise freight (Journal of Commerce, June 16, 1989). According to Conrail Chairman James A. Hagen, "In the 7 years of growth, railroads have continued to see traffic grow, but their share of the consumer goods market slip when compared with truckers" (Journal of Commerce, Sep. 22, 1989). Revenue per ton-mile is also declining (1989 was 1.9% below 1988), underlining the need for railroads to find new ways to "grow the business."

"Equal access" would be a more competitive response than railroad company reductions in service accompanied by analysts' complaints about "obscene" volume-sensitivity (see the above quote about Southern Pacific). Ellen is pushing "equal access" legislation in Connecticut.

But Benham and Ellen emphasized that "equal access" would not end the need to address the fundamental equal-treatment issues noted near the beginning of this section and repeatedly raised by the Association of American Railroads. Ellen believes, however, that equal access, by creating a larger number of constituents with an interest in AAR's legislative wish-list, would facilitate solutions to the items on that list.

He believes that passage of national equal access legislation would lead many companies, including those that own their own truck fleets, some shortline railroads, and American President Lines to buy RoadRailer-type equipment that could economically handle the shorter and lower-volume hauls railroads now ignore.

Ellen said his own trucking firm likely would make similar investments to take advantage of equal rail access but would never use existing railroad piggyback service. He could not meet his service requirements while depending on someone else's schedules. In other words, his customers would not accept the delays inherent in assembling a train long enough to make a profit under current operating procedures. Other piggyback problems include delays and damage potential associated with loading and unloading, someone else's control of the equipment, the costs of investing in special piggyback equipment, and the fact that routes of existing railroad companies average about 10% longer than the most efficient rail routing (which in turn is about 10% longer than the highway route).

Thank you for considering our views.

[From the Sacramento Bee, March 26, 1990]

FIGURES TELL IT: LIGHT RAIL WORKS

By Kathryn Eaker Perkins
Bee Staff Writer

Sacramento light-rail commuters have proven the critics wrong.

State and federal officials – who held the purse strings to the project in 1983 – doubted people would exchange their cars for a slower train commute. They said Sacramentans would not stand for being packed into trolley cars like sardines. They said the design would make the trains unreliable.

Overall, they said, the trolley system was poorly conceived and could not succeed.

It took a little longer than light-rail officials thought, but passengers are crowding aboard. Ridership, revenue and reliability have grown steadily in the three years the trolley line has been operating.

"You know, we have tradeoffs," said light-rail passenger Kenneth Lindsay, an office assistant for the state Department of Motor Vehicles.

"Sure, I'm standing up," said Lindsay, riding home on the Folsom line during rush hour last week. "But I'm saving money on car insurance, wear and tear on my car, gasoline, and I don't have to pay parking that runs $40, $60, $100 a month.

"It takes me about 15 minutes longer (on the train,) and I don't have the headaches of driving."

For their part, however, federal and state officials were right when they predicted the system wouldn't be able to handle rush hour loads without overcrowding, that ridership projections were too rosy, and that if the projections fell short, Regional Transit would be forced to cut back on service, or seek more revenue, such as a sales tax increase.

Michael Evanhoe, former executive director of the California Transportation Commission, said in 1983, "The budget is insufficient to build a system that's needed to handle the projected ridership." That was true.

However, a random sampling of rush hour riders last week said they would rather commute longer and stand shoulder-to-shoulder in the aisles than hassle with driving and parking.

As far as reliability, trains are running on time about 98 percent of the time, said Cam Beach, light-rail manager.

The trolleys are carrying capacity loads at rush hour, and almost 21,000 passengers a day during the week. Light rail is now covering 35.2 percent of its operating costs with fares. That exceeds the state requirement of 28.1 percent.

However, that number of passengers is only slightly higher than the 20,500 that transit planners predicted would be riding the system in its first year – not its third.

And most of that 65 percent increase is the result of the service improvements implemented in April 1989 – longer operating hours and more efficient bus connections – partly funded with revenue from a sales tax increase.

Before contractors broke ground for light rail in March 1983, Evanhoe's criticisms centered on what he saw as a major "design flaw." To stay within the budget, the system was built primarily single-track with double-track sections where trains traveling in opposite directions could pass each other.

Evanhoe said that would limit the capacity of the system to accommodate riders. It would be standing room only at rush hour. And Sacramentans, he said, were not "straphangers."

He also fretted that the circuitous route plotted for the Watt/Interstate 80 line – the "do-si-do" around the Lumberjack store and the trip down Del Paso Boulevard – would give suburban commuters the perception they are going out of their way and could get to their destination faster by cars.

Anita Nessim and Melanie Gore, both secretaries for different state agencies who ride the more heavily traveled Folsom line, said that not only do they not mind the close quarters, but it resulted in a close friendship. "We met this way," said Gore, glancing at the crowded aisle. "And now we even have lunch together."

Besides, she said, "I sit all day, so standing 15-20 minutes is not a problem. And I would rather do that than drive." Nessim said the rising cost of car insurance is another factor for her. But she criticized officials for not building a more extensive system. "They should extend the rails for more of the residents, and the developers should pay for it," she said

Nancy Zimmelman, a state archivist, acknowledged that the crowded conditions are "at times a little uncomfortable, and you can start to feel a little claustrophobic."

"But most of the time, it's not too bad," she said. "And with the state employee discount, I can get my monthly pass for $25 and park for free (at the park-and-ride lot), compared to someone who is paying $80 a month at a parking structure. It's one of the best bargains around," said Zimmelman. "I love light rail."

Since the rail line opened in April 1987, there has been a steady increase in passengers, but the system hasn't significantly expanded. The district is still running 26 cars, although 10 more are on order.

To increase reliability and run more frequent trains, RT has added about three miles of double tracking on the Watt/I-80 line, and is in the process of installing a couple miles of double track on 12th Street.

"The systems plan is under way and will map out the future for the next 10 to 20 years," said Tom Matoff, RT general manager.

The most likely next extension will be to Hazel Avenue, but extensions to Roseville, Davis, Folsom, south Sacramento, Sacramento Metropolitan Airport and West Sacramento are also being considered.

"And if the voters of the state provide us with additional funding in the form of rail bonds this June," said Matoff, "we will be able to accelerate our construction program and bring the benefits of light rail to more people sooner."

[From the Oregonian, April 11, 1990]

A PENNY FOR AMTRAK, TOO

Deteriorating bridges and interstate highways are forcing Congress and the White House to consider increasing the federal gasoline tax. Amtrak's needs should be a part of the discussion.

Allocating one penny of any increase in the 9-cent federal gasoline tax would meet Amtrak's expanding capital needs for the next decade. Support for the national railway passenger system would alleviate growing air and highway congestion in many areas of the nation at far less cost and environmental impact than construction of new airports and freeways.

Furthermore, it would give Amtrak a needed leg up toward its goal of operating without a federal subsidy. A fantasy? Perhaps, since no other major passenger railroad in the world is doing that. But in 1981, the National Railroad Passenger Corporation paid 48 percent of its operating bills; last year, it paid nearly 75 percent.

That is measurable progress toward the National Railroad Passenger Corporation's goal of eliminating its federal operating support by the year 2000.

People who talk about privatization today too easily dismiss the fact that Amtrak in 1971 took on a private service that was declaring more than $400 million in losses annually.

Amtrak needs more cars and locomotives to meet its current demand. Millions of potential passengers are being turned away for lack of space. That is happening even on the eight trains being operated daily through sparsely populated Oregon.

Amtrak needs even more cars and locomotives if it is to provide the much-needed, energy-efficient, environmentally benign, lowest-cost alternative to the growing congestion of the nation's highways and airports.

Call it revenue enhancement, a user-fee increase or whatever, investing just one cent of any new gasoline tax adjustment in Amtrak would help the railroad move further toward ending the taxpayer subsidy of its operations, would add desirable and necessary service, and would return safety, environmental and energy-conservation benefits.

[From the Baltimore Sun, April 24, 1990]

AMTRAK'S SHRINKING SUBSIDY

One of the quiet success stories in the nation's transportation industry has been the gradual improvement of Amtrak's financial condition. A quasi-public line that used to depend on Washington for 52 percent of its operating costs now turns to the Congress for only 28 percent of its everyday expenses.

That's a considerable achievement, one that is expected to be repeated in the years ahead as Amtrak officials continue to seek ways to trim costs, lure more passengers to Amtrak's 24,000 miles of routes and find new revenue sources. By the end of the decade, Amtrak could be close to the break-even point.

Much of the credit goes to W. Graham Claytor, who has worked some of the same magic he previously employed at Norfolk Southern Railroad. He has turned Amtrak into a viable rail company, the nation's only passenger-rail system.

But now Amtrak needs additional help if it is to draw greater numbers of passengers. Mr. Claytor estimates that the railroad will need $2 billion over the next 10 years to replace aging cars, locomotives, stations and tracks. Congress could provide part of that money through relatively small annual appropriations on top of an operating subsidy that may slip below $600 million this year, compared with nearly $900 million in 1981. But there is another promising option. If Congress decides to raise the gasoline tax to help pay for a much-needed overhaul of the nation's transportation infrastructure, it could take care of Amtrak's capital requirements by dedicating one penny of that tax to the railroad.

Amtrak cannot be expected to draw more passengers without modern cars and ever-faster locomotives. The better the rail service, the greater the number of people who will decide to turn to rail — one of the most fuel-efficient ways to travel. That's the kind of trend Congress should encourage. Given Amtrak's impressive improvements, the railroad deserves Washington's support.

[From the Providence Journal, May 14, 1990]

WORKING ON THE RAILROAD

Amtrak has earned some affectionate attention from the federal government.

The National Railroad Passenger Corp. has helped the nation in some highly visible, and not so visible, ways. Its role in curbing traffic congestion and air pollution along the East Coast is well known. What is less noticed is that Amtrak has also saved the nation much fuel and money: It's far more energy-efficient to carry several hundred people on a train than to put them in automobiles. And it's cheaper to maintain train lines than superhighways, which require constant, massive rebuilding.

This seems an appropriate time to look at the railroad's needs since there's again talk about raising the federal gasoline tax, and some of that money might suitably be earmarked for other transportation modes, such as Amtrak. There is also increased concern about the many environmental problems spawned by automobiles, and renewed anxieties about the nation's dependence on foreign oil, much of which goes to feed them.

Those reasons alone would justify increasing the federal help for Amtrak. But there's another reason: The railroad has shown it knows how to manage the (insufficient) federal help this quasi-public company already gets.

Washington used to cover 52 percent of Amtrak's operating costs, but now only provides 28 percent. Its current operating subsidy is $600 million a year, down from $900 million in 1981. Part of that improvement has been caused by a steady rise in patronage, for which there are several explanations: The increasing frequency of traffic jams on highways, short-range airline routes where service and fares have become increasingly unpredictable, and the railroad's fruitful efforts to improve both its service and its marketing methods.

Amtrak's officials, led by its very able and creative chairman, W. Graham Claytor, also deserve much praise for cutting costs wherever appropriate. So on both the revenue and cost side, they have been moving the system toward profitability — a goal that seemed impossible to achieve when Amtrak was started in the 1970s.

But the railroad says it will need about $2 billion over the next ten years to replace aging rolling stock, stations and tracks, as well as some other improvements to permit faster, more reliable trains. And obviously, Amtrak will need to make these changes to draw more passengers.

We think it should get that $2 billion from Washington, and that an appropriate method would be through a rise in the gasoline tax. In saving wear and tear on the non-train part of our transportation infrastructure, and in controlling air pollution, Amtrak has justified this public expenditure.

Why not give the railroad enough federal aid so that it can improve its service and marketability enough to become profitable? After all, the interstate highway system and the nation's air transport system have long received much larger subsidies than Amtrak, and those transport modes pose many problems not associated with trains. Dedicating a penny or two from the gasoline tax to Amtrak would be a good way to achieve a healthier transportation system.

STATEMENT OF THE RAILROAD LABOR EXECUTIVES' ASSOCIATION

The Railway Labor Executives' Association ("RLEA") is pleased to have the opportunity to present its views on the Federal Railroad Administration's proposed budget request for FY 1991. The RLEA represents the following crafts of railroad workers in this country and the names of the constituent organizations are:

American Railway & Airway Supervisors' Association, Division of TCU
American Train Dispatchers Association
Brotherhood of Maintenance of Way Employes
Brotherhood of Railroad Signalmen
Brotherhood of Railway Carmen, Division of TCU
Brotherhood of Locomotive Engineers
Hotel Employees & Restaurant Employees International Union
International Association of Machinists & Aerospace Workers
International Brotherhood of Boilermakers & Blacksmiths
International Brotherhood of Electrical Workers
International Brotherhood of Firemen & Oilers
International Longshoremen's Association
National Marine Engineers' Beneficial Association
Sheet Metal Workers' International Association
Seafarers International Union of North America
Transportation Communications Union
Transport Workers' Union of America

Once again, the perennial problem at the Federal Railroad Administration ("FRA") is its failure to enforce the statutes and regulations it is charged with overseeing. Last year, we pointed out criticism of the FRA from both the National Transportation Safety Board and the General Accounting Office. We had hoped that two admonishments from independent Federal agencies would send a message to FRA to begin enforcing its regulations. However, 1989 saw little change in FRA's enforcement activities.

One of the single greatest enforcement concerns with FRA relates to its failure to enforce the hazardous materials regulations. In November, 1989, the GAO issued a report to the Chairman of the

House Committee on Energy and Commerce, titled DOT Should Better Manage Its Hazardous Materials Inspection Program. In this report, the GAO found that "FRA does not have enough staff to accomplish its objective of ensuring that shippers and railroads are complying with RSPA's regulations." GAO/RCED-90-43. FRA has been quick to respond, by claiming that in 1989 it collected over 4.6 million dollars in civil penalties. This is only 1/2 of the picture. FRA's proud numbers are insignificant when compared to its civil penalty collection system. In 1989, FRA closed 355 hazardous materials violations, originally assessed at $1,209,500. Of this amount, only $636,460 was collected from hazardous materials violations, and some, if not most of this amount resulted after two or three years of negotiations. At best, FRA discount on hazardous materials violations is 1/2 the original value, with each concluded violation having only an average assessed value of $1,792. As Mr. Mark Lindsey, Chief Counsel of the FRA, recently informed the Senate Subcommittee On Appropriations, a two thousand dollar fine is insignificant to a company that makes a billion dollars a year. A thousand dollar fine has little deterrent effect on the shippers and transporters of hazardous materials.

Of even greater concern is the fact that only 10% of the FRA's inspection force are hazardous materials inspectors. For FY '90 the FRA was authorized to employ an additional 40 safety inspectors of which an undetermined number were to be hazardous materials inspectors. In the Senate Appropriation Committee report on the DOT's FY '90 budget, it is pointed out that the Committee is concerned "that the total sum of civil penalty forfeiture collected during fiscal year 1988 is sending an inappropriate message to industry and to railroad employees and the hazardous materials community. Meaningful levels of penalties are needed to reduce noncompliance." See, S. Rep. No. 101-121 at p. 89.

Rail labor has complained over and over again that the FRA is not adequately enforcing the laws and regulations. We need assistance from Congress to improve FRA's commitment to assure a safe railroad system, and the agency's lack of sufficient personnel to accomplish the task. Whatever the cause may be, Congress can correct this stagnation at FRA by an infusion of adequate funding for additional safety inspectors. The inspectors' regular presence at the work sites will certainly help create an incentive for railroads to comply with the safety laws. The present field force is woefully too small to even dent the enforcement needs. We hope Congress will be more responsive and take a vigorous approach to require better enforcement by appropriating more funds for safety inspectors.

The proposed FY '91 budget of FRA does not seek authority for any additional inspectors. Most of the slots vacant under the FY '90 were not filled until until very recently. Nevertheless, with a current staff of 322 inspectors FRA is required to inspect an increasing number of track miles, locomotives and freight cars. This is a nearly impossible task.

On the whole, the FRA safety inspectors are competent and hard working. However, because of instructions from the Regional Directors and the Washington officials, inspectors are not performing the duties demanded of their jobs. Nearly one-half of the Federal inspectors are generally unable to cover their territories, and in most cases their responsibilities are so broad that they cannot cover their complete territories. Some inspectors pointed out to the GAO in 1982 that it would take them three to five years to cover their territories, and others acknowledge that some major facilities and inspection points had not been inspected by FRA in years.

Another disturbing issue which arises frequently is that travel funds for inspectors are curtailed. During 1989 inspectors in some regions were restricted to 1,350 travel miles per month. In view of the fact that some inspectors have responsibilities covering several states, the administrative order eliminating travel also eliminated safety inspections. It is very simple, if the inspector cannot complete his duties, then the defects will never be discovered.

On July 6, 1989, the NTSB rebuked the FRA for its inadequate enforcement program. In NTSB/RAR-89/04 the Board documented numerous instances of FRA oversight and neglect that contributed to the head-on collision near Altoona, Iowa, on July 30, 1988. The accident killed two operating personnel, released hazardous materials and caused estimated damages above $1,000,000.00. The Board concluded (1) that the FRA failed to follow up on the status of the signal system, (2) the FRA failed to oversee railroad operations and failed to take enforcement action for noncompliance with Federal regulations and (3) the FRA did not have a system to follow up on reported defects on the railroad. In NTSB/RAR-89/04, the NTSB told the FRA to:

> Develop and implement a program that will (1) provide consistent followup of defects noted on inspection reports to verify that corrective action has been taken, (2) outline in detail the responsibilities of field and headquarters personnel regarding defects and violations noted, and (3) alert FRA officials of carriers' noncompliance with Federal regulations and trends in carriers' operations.

This recommendation was underscored by NTSB Member Jim Burnett's dissent which found:

> Our investigation establishes that the Federal Railroad Administration (FRA) failed to do its job, which in turn led to this accident.

This example is not unique. From rail labor's perspective this is centered in FRA's lack of commitment to assure a safe railroad system, and the agency's lack of sufficient personnel to accomplish the task. Whatever the cause may be, stagnation at FRA can be partially corrected by an infusion of additional safety inspectors. The inspector's regular presence at the work sites will certainly help create an incentive for railroads to comply with the safety laws. The present field force is woefully too small to even dent the enforcement needs. The lack of enforcement is a major concern and, if not changed soon, the railroad industry will face the similar catastrophes to those occurring under the present OSHA program. See, Criminal Penalties For OSHA Violations, Hearings Before The Committee On Governmental Operations, 100th Cong., 2nd Sess. (February 4, 1988).

The GAO has also stated that FRA's oversight of self-reporting by the railroads has not been sufficient to contain consistently accurate injury and accident reports. See Railroad Safety - FRA Needs To Correct Deficiencies In Reporting Injuries And Accidents. GAO/RCED-89-109. Virtually every time the previous FRA Administrator testified before the House and Senate Appropriations Committees, he said that rail safety had been improving. However, GAO concluded that its work showing inaccuracies in the injury and accident data cast a doubt as to the degree to which safety has improved. FRA reports that in most areas safety has improved. Viewed in the light of the GAO report, FRA's statements are questionable. One of the most alarming safety problems exists at grade crossings. This is shown by a comparison of accidents and incidents in 1988 to 1989 is the tragedy at grade crossings. Rail-highway grade crossing injuries have increased 8.6%, rising from 2,589 in 1988 to 2,812 in 1989. The number of fatalities at crossings increased 14.66%, rising from 689 in 1988 to 790 in 1989.

There is another reason for our criticism of FRA that safety is not given a high priority. It is the lack of sufficient help from the states because of the failure of Congress to provide funding to the states. In Fy '89, Congress broke its long-standing pledge to the states in 1970 that there would be a federal-state partnership to enforce rail safety.

In Moving America, New Directions, New Opportunities, the Secretary of Transportation's statement on a National Transportation Policy, the Bush Administration advocates an obtuse Federal-State partnership. The National Transportation Policy wants the state and local governments to provide the major share of public sector transportation financing.

> Federal transportation policy is grounded on a set of fundamental principles for achieving national goals within the basic framework for Federal involvement, relying on the free market to the maximum extent possible. Where the market fails to take into account all public costs of a particular transportation activity or service, such as safety or environmental impacts, then Federal policy can be used to correct those imbalances, to improve the general public welfare.

Id. at p. 42-43. The entire purpose of the Federal Railroad Safety Act, 45 U.S.C. § 421 et seq., was to abolish the railroad industry's "free market regulation." "The bulk of existing railroad safety practices were developed over the years by the industry itself. For many years they met the the safety requirements and produced the present safety record." The state of the then existing safety record was abundantly clear: "The most obvious trend in any recent examination of railroad safety is the large and steady increase in the number of train accidents." Report Of The Task Force On Railroad Safety, Submitted to the Secretary of Transportation, June 30, 1969. See also, Federal Railroad Safety Act of 1969: Hearings on S. 1933, S. 2915, and S. 3061 Before the Subcommittee on Surface Transportation of the Senate Committee on Commerce, 91st Cong., 1st Sess. pp. 373-378 (1969). The railroads failed in their attempt to self-regulate and Congress long ago declared its policy on railroad safety by adopting the Federal Railroad Safety Act. Today, the inadequacy of the FRA enforcement provisions, coupled with the increase in accidents and incidents, and the fact that railroads are now becoming the chief transporter of hazardous materials proves there can no longer be laissez faire regulation.

In GAO Report No. GAO/RCED-90-43 it was recommended to the Secretary of Transportation to

> perform a comprehensive survey of states with railroad inspection programs to determine the degree of interest in allowing state inspectors to perform hazardous materials inspections. If so indicated by the results, DOT should request legislative changes that would authorize state participation in the federal hazardous materials inspection program.

Id. at p. 27. The current proposal of the Administration also eliminates any funding for the states. The involvement of the states is extremely important in helping to improve safety. Currently, there are 31 states employing 111 inspectors participating in safety inspections. The states have invested substantial time and effort in establishing an effective program. If FRA's attitude in dealing with the states were not so uncooperative, significant assistance could be obtained to help assure that the railroads comply with the laws and regulations.

There is presently pending in Congress legislation which would give states more authority to enforce the federal railroad safety laws and to allow states to keep the fines levied under those laws. RLEA supports such proposals. It would serve the dual effect of giving a state more direct involvement in the protection of the public within the state and would provide a means for financial support of the safety inspection and enforcement staff. This latter is particularly needed because of the federal funding cut-off since FY '89. The

States can and will provide excellent inspection programs that will ease the burden on the federal inspection force.

Another issue of great concern involves the report by the National Safety Transportation Board relating to the Thompsontown, Pennsylvania, accident on January 14, 1988. That is the use of research and development funds for matters having little impact on safety. As in all the past years, the FRA's research funds were used primarily for hardware research. Approximately 1/3 of all accidents are attributable to human error. Therefore, RLEA believes more research is necessary into the working conditions of employees. As the NTSB said in its Thompsontown report -- the probable cause of this accident was the sleep-deprived condition of the crew. Why hasn't FRA initiated a study of the effect of sleep habits and irregular work hours upon the safety of rail operations? We believe that FRA's priorities are out of whack. Congress should require that all of FRA's research funds be directly related to safety.

We would also like to request that you earmark a Grant to railway labor for an alcohol and drug abuse prevention and education program. There has been a great deal of effort by FRA and all other modal agencies to implement the police tactics random urinalysis testing. We note here that contrary to FRA's and Secretary Skinner's predictions of a 8-10% positive rate, the number of reported positives is running below 2%. On the Burlington Northern, 1,845 employees have been tested and only eight (8) have verified positives. Rail labor is a responsible and law abiding group. Nevertheless, nothing has been done to accomplish an education program where employees are shown the benefits of self-control and the harm of drug and alcohol abuse. We believe a $100,000 grant will be sufficient to begin an education program that will be more safety related. If the program is administered by the unions, it is more likely that the employees will feel less intimidated and would be very successful.

Finally, FRA recently boasted before this Subcommittee and the Senate Subcommittee on Transportation that its efforts under the Rail Safety Improvement Act are progressing with success. This is not accurate. FRA has not issued regulations on the following:

1. Event Recorders
2. Maintenance of signals at grade crossings.
3. Training standards for train dispatchers.
4. Railroad employee supplements to accident reports.
5. Qualification standards for locomotive engineers.
6. Bridge Safety for maintenance-of-way employes.

Concerning the automatic train control regulation recently issued, the Associate Administrator is already contemplating granting waivers to certain railroads including SEPTA. SEPTA is perhaps the most unsafe railroad in the Northeast Corridor and the FRA apparently wants it to stay that way.

We have a serious concern about the maintenance of way employes. In 45 U.S.C. § 431(n), the FRA was told to issue regulations concerning safety for maintenance of way employes within one year from June 22, 1988. FRA has issued only a blue flag protection regulation to protect workers in camp cars. The FRA has been presented with a joint proposal from rail labor and the Association of American Railroads concerning camp car safety and health. Maintenance of way employes are currently required to live in deplorable conditions, described as far worse than migrant labor camps. Thus, when a joint proposal was submitted for FRA's blessing, rail labor was hopeful for some positive response.

This week has been marred by three rail accidents. Preliminary indicators all point to system and not human error. Rail labor accepts responsibility when errors cause accidents. We hope

FRA accepts its responsibility by enforcing the regulations. In conclusion, RLEA wants to see a commitment from Congress that rail safety will be given very high priority. This cannot be accomplished without adequate funding for more safety inspectors, assistance to the states, more travel funds, and direct control over the use of research funds.

REGIONAL RAILROADS OF AMERICA

STATEMENT OF DAVID HUGHES, CHAIRMAN

The Regional Railroads of America (RRA) is a voluntary organization of more than 100 regional and local railroads which operate throughout the United States. RRA strongly supports an appropriation of $15 million for the Local Rail Freight Assistance Program for FY 1991.

Last Fall, after a one year lapse in program authorization, Congress extended the Local Rail Services Act (LRSA) and renamed it the Local Rail Freight Assistance Act (LRFA). President George Bush signed LRFA into law as PL 101-213 on December 11, 1989.

Over the years the LRFA/LRSA Program has been a significant element in the rehabilitation of light density track on new entrepreneurial railroads which have been created since the Northeast rail restructuring and railroad deregulation. In many cases these new railroad companies are the economic life line of small communities. Termination of rail service can mean the closing of an important plant, grain elevator or other rail-dependent business and forecloses future economic potential. During this decade, over 200 new railroads have been created which operate nearly 20,000 miles of line. These new carriers are the alternative to abandonment. At the same time, many of the older Class II and Class III railroads are struggling to maintain their facilities to provide communities with viable rail service.

A recent Federal Railroad Administration study estimates that there is at least a $450 million shortfall in private funds needed to repair deferred maintenance at existing track speeds on Class II and Class III railroads. Surveys by the American Association of State Highway & Transportation Officials (AASHTO) indicate that the need is much greater -- perhaps around $1.3 billion.

The authorized level of $15 million is the minimum that should be committed to LRFA for FY 1991. Fortunately, the history of LRSA/LRFA demonstrates that federal investment will leverage state, local, and private funds into substantial track rehabilitation projects. In 1987, for example, a total of $5,798,919 LRSA discretional funding leveraged over $7,500,000 in state railroad and shipper contributions. Over the entire history of a federal-state partnership for rail acquisition/rehabilitation, the federal government has provided only 31 percent of the government investment funds through LRSA and similar federal programs. State general funds, bond funding, etc. provided the rest. Over the years, 46 states have administered such programs.

RRA believes there is a great opportunity to leverage scarce government dollars to create a substantial program of track rehabilitation on the secondary rail infrastructure of this country. In my letter to you of May 15, the RRA asked your subcommittee to commit $100 million in credit authority under the FRA's existing Section 511 Federal Loan Guarantee Program. We are virtually certain that a $15 million appropriation for LRFA can attract substantial additional investment through the Federal Loan Guarantee Program, state programs, shippers, and the railroads themselves.

Preservation and adequate maintenance on America's transportation infrastructure is Secretary of Transportation Samuel Skinner's highest priority in his national transportation policy strategy. No element of America's infrastructure is in greater danger than that served by regional and local railroads. RRA believes that a national commitment should be made to the preservation of that rail infrastructure and that funding for LRFA should be a part of that commitment.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION FUNDING

ATLANTIC EMERGENCY MEDICAL SERVICES COUNCIL

STATEMENT OF HARRY TETER, JR., DIRECTOR

Mr. Chairman, and members of the subcommittee, my name is Harry Teter and I am director of the Charles McC. Mathias National Study Center for Trauma and Emergency Medical Systems and Director of the Atlantic Emergency Medical Services (EMS) Council. Both organizations were founded by Dr. R Adams Cowley, principal developer of the science of trauma care and emergency medical systems design in this country, and founder of the Shock Trauma Center in Baltimore, Maryland, which is considered the premier trauma center in this country.

The Atlantic EMS Council is comprised of EMS directors of New Jersey, Pennsylvania, Delaware, Maryland, Virginia, West Virginia and the District of Columbia. It serves to resolve day to day operational issues in the participating states' EMS systems and in developing a multistate trauma registry. The National Study Center (NSC), designated in 1986 by Congress, studies the broad issues that impact on the delivery of trauma care in this country. These groups work closely with the Department of Transportation's National Highway Traffic Safety Administration. We are here today to strongly support full funding for NHTSA and to endorse its EMS activities.

Testifying before this Committee has become a welcome annual event for me on behalf of these EMS interests. For many years we have supported NHTSA because of its highly successful track record supporting EMS and its reputation as a national problem solver. Because of NHTSA's strong, aggressive leadership, national awareness of EMS and vehicle safety and a stronger commitment from states and localities to build better EMS systems have increased. NHTSA is to be commended for its development of EMS training standards and programs for pre-hospital emergency care personnel. It is working closely with the Atlantic Council to develop a seven state regional trauma registry to measure the effectiveness of emergency systems in rural, suburban and urban areas. This will be the first time a major examination has been made on outcome - to measure the extent to which trauma/EMS systems do make a difference.

NHTSA is also working with the Maryland Institute for Emergency Medical Services Systems (MIEMSS) on a major car crash study. The study examines crashes by reconstructing them in minute detail, and then assessing the medical and biodynamic results on victims from incidence to recovery. The initial results are dramatically revealing both as to automobile construction, physical and mental impact on the victims, and the costs to the victims and society.

We have learned much, but further research initiatives should be considered:

(1) We must direct more attention to reducing the high cost of trauma. Naturally, the best solution would be to reduce the incidence. But after that we must examine reducing the severity and reducing the burden of uncompensated care. We may well have to consider a specialty tax, i.e., on alcohol, drinks, driver's licenses, etc. tax specifically to pay for trauma care.

(2) Expand on present car crash studies, especially the one being done in Baltimore. Already we have learned that the higher the severity of the crash, the higher the costs. We have learned that airbags reduce severity which will lead to lower costs. Every car should be equipped with airbags. We have already seen that with certain construction and automobile design changes, severity of injuries from crashes can be dramatically reduced. This study should be expanded and the results acted upon. Let me call your attention to the dramatic effect airbags had on the lives of two people in Virginia, as chronicled by People magazine. (See attachment.)

(3) We need to closely analyze the EMS systems we presently have and evaluate their effectiveness in dealing with the national trauma epidemic. We must look at the outcome of the victims. With Federal legislation dealing with trauma care systems development, we need to be able to compare patient outcomes in areas with systems, to those without systems. We need this critical information so that we can direct our limited resources appropriately.

(4) We must carefully analyze our prevention programs. More resources need to be directed towards the research and development of prevention modalities already a part of NHTSA's initiations. If prevention can make a difference, then we need to find out what prevention programs work.

(5) We must exchange information and technology. The National Study Center and other EMS organizations, with NHTSA's support, have formed a National Coalition to manage EMS information. Organizations such as The American Academy of Pediatrics, the National Association of State EMS Directors and the National Association of EMS Physicians are members. They will share data and information on their respective roles and vantage points in trauma care. To date the National Study Center has spent over $1 million on beginning this information management effort. It is called TIES (Trauma Information Exchange System). This effort employs a common database as its platform and will be the basis of the Coalition's work. This needs support. The NSC has the ability to organize on computer, information on all federal research projects in trauma, and EMS. We suggest a cooperative effort.

(6) Stricter enforcement of laws, and enactment of laws where necessary, aimed at reducing trauma. Funds may have to be contingent on this being done.

(7) Greater, more innovative use of modern technology. With the advances of computers and artificial intelligence we may find the key to unlocking the dilemma of rural trauma. Through electronic information systems, rural pre-hospital and hospital personnel, for example, can have instant advice on the treatment of trauma patients. We can take the finest knowledge of our major trauma centers and our universities and extend this to rural outposts where trauma is so devastating.

We need these initiatives funded. DOT has many of them under consideration; some on its agenda. We at the National Study Center and in the Atlantic Council pledge our efforts to meet these challenges. We will need support.

To have sufficient resources to meet these and other EMS needs NHTSA will need more in-house manpower devoted to EMS. A set percentage of NHTSA funds, both research and 402 should be earmarked for EMS. Several years ago this committee recommended a 12% earmark of NHTSA's dollars go to EMS. That has not happened and we believe it should.

Finally, awareness is vital before we can have action. I want to thank Gen. Jerry Curry, the administrator of NHTSA for his efforts and his commitment to highway safety and to EMS. He is an outstanding leader who continues to make a difference. Aided by Adele Derby, George Parker, Michael Finkelstein, and their staff, George Reagle and his staff, I am certain EMS will thrive.

I appreciate the opportunity to again appear before you and being given the opportunity to speak for full funding for NHTSA and particularly its EMS programs.

INFIRMARY HEALTH SYSTEM, INC.

STATEMENT OF E. CHANDLER BRAMLETT

Mr. Chairman and members of the Committee: I am Chandler Bramlett, President of the Infirmary Health System, Inc. the parent company of the Mobile Infirmary Medical Center. I appreciate the opportunity to testify before your subcommittee.

I come before you today to ask for your support for an initiative to develop improved methods for treating and rehabilitating trauma injury patients and to establish a data registry to collect information about these types of injuries. The objective of this project will be to demonstrate the benefits of a trauma registry in support of current injury surveillance practices and prevention, while also advancing clinical developments that will alleviate the debilitating long-term effects of traumatic injury. By conducting research in these two distinct areas, this demonstration center will create a national model for the development of a system to augment injury prevention and to improve rehabilitation strategies for the injured.

Trauma injury is a pervasive and costly health problem, both in terms of money devoted to patient care and the loss of productivity due to disability. The large number of premature deaths and disabilities due to injury and the high economic cost, including large public sector expenditures, highlight the need to reduce the burden of injury in the United States. The application of current knowledge and new research discoveries to implement a variety of injury control interventions can substantially reduce the incidence, severity, and accompanying cost of injury.

In 1986, over 165,000 people in the United States died due to trauma, and for each death at least two cases of injury resulted in disability. According to the National Transportation Safety Board, nearly one-third of these deaths and disabling injuries were caused by avoidable transportation accidents. Motor vehicle crashes comprise the second leading cause of injury hospitalizations. Such accidents usually require extensive rehabilitation on the part of the injured persons. With the trauma rehabilitation and research center, Mobile Infirmary Medical Center will be able to develop innovative techniques for treating patients while monitoring all aspects of hospital care through the trauma registry.

The U.S. Congress has recognized the impact of trauma as having both financial and real-life consequences to individuals in every occupation, every economic position and every ethnic background. In 1983, Congress enacted a law authorizing the Secretary of Transportation to study trauma. In 1987, the Congress authorized the National Highway Traffic Safety Administration (NHTSA), and the Center for Disease Control to evaluate the impact of injury and associated disability on American society. The ensuing report recommended expanding research for the development of cost-effective model systems of rehabilitation. The report also recommended that hospitals and treatment centers should conduct collaborative research to identify and evaluate factors in trauma care that produce optimal results.

In response to this mounting public health problem, hospitals and treatment facilities must conduct research in order to alleviate the consequances associated with disability from transportation related injuries. Research will allow for the development of new techniques that can alleviate the long-term effects of such injuries. For example, during the spring of this year, researchers demonstrated that a certain steroid can reduce paralysis and other disabilities in people with serious spinal cord injury if it is administered in the first eight hours after an injury. This type of discovery can mean the difference in someone walking with crutches or being confined to a wheelchair. Mobile Infirmary will work specifically in the area of spinal cord injury, head injury, penetrating trauma, and burns.

Even with all of the advances in physical medicine, there is still a lack of information about patient characteristics and circumstances of treatment. Mobile Infirmary is attempting to eradicate this problem by establishing a trauma registry, which is an information, data system and computer network maintained primarily to monitor the prehospital and hospital care of severely injured persons. This registry will gather data and will be used to develop and evaluate methods to reduce the incidence of transportation related accidents. Also, this registry will supplement the currently inadequate trauma system of the region. The information from this registry will be used to evaluate trauma care within the hospital and the region and to support primary prevention initiatives. An good example of this type of initiative is in the State of Virginia where a legislative subcommittee used data from the statewide registry to recommend legislation regulating the use of all-terrain vehicles.

Mobile Infirmary Medical Center is well suited to host a demonstration trauma research and rehabilitation center because of its existing medical facilities and equipment, its medical staff's extensive expertise and knowledge regarding the area of physical medicine, and its commitment to fund more than 60 percent of the demonstration program. The distinguished programs in the area of physical medicine allow Mobile Infirmary to serve the most patients in the state of Alabama and the central Gulf Coast region.

I appreciate the opportunity to testify today and to describe this project to you. Thank you.

OFFICE OF THE SECRETARY FUNDING

AMERICAN SLEEP DISORDERS ASSOCIATION

STATEMENT OF WILLIAM DEMENT, CHAIRMAN, GOVERNMENT AFFAIRS COMMITTEE

Mr. Chairman and members of the Subcommittee, thank you for the opportunity to appear before you to discuss issues related to transportation mishaps, sleep and fatigue.

This is the fifth year our Association has been before your Subcommittee to discuss this slowly emerging issue. We appreciate that your subcommittee has begun to recognize the impact of sleep and fatigue in our nation's transportation systems and dedicate some resources toward more closely studying this important development. We firmly believe that a modest investment in research and data collection will yield important results that will lead to savings in terms of Federal dollars, as well as lives lost in transportation and industrial mishaps. The consequences of a vehicle operator falling asleep now are vastly worse than even 50 years ago. Now, we transport toxic materials, large numbers of people, etc. It is not that people have become sleepier, it is that the risks of sleep have become greater.

On any given day in this country, literally millions of people are operating a motor vehicle, while impaired as a result of fatigue or a sleep-related condition. Some are involuntarily sleepy because of an undiagnosed sleep disorder, such as narcolepsy or sleep apnea -- it is estimated that 20 million Americans suffer from these conditions. We calculate that 30,000 to 40,000 patients seek treatment each year for symptoms that place them at risk for falling asleep at times when they should be alert. Many others experience the lethargy and fatigue associated with disturbed sleep/wake cycles, of the kind that can be produced by shiftwork or night-time driving -- and many suffer from a cumulative sleep debt due to a chronic pattern of trying to get by every day on an hour or two less sleep than is required to keep them alert.

Sleep related inattention is an insidious, yet silent killer on our roadways. It remains silent because people are often unaware of how poor or inadequate sleep affects them, or that they have a sleep problem. Most of us think we can function well because we seem to do okay on the job. But if the job involves driving or any other vehicle operation, especially for sustained periods of time, we increase our risk of accident by manyfold, because this requires all the work elements that are most difficult for the sleeping brain to perform.

Mr. Chairman, there are a few major points that I wish to make as it relates to fatigue and transportation:

- In September, 1988 the Office of Technology Assessment, at the Direction of Congress, published a report entitled "Gearing Up for Safety" in which issues related to motor carrier safety in a competitive environment were the major topic. That report concluded that "Aggressive Federal Research programs to address fatigue and sleep issues and to determine their role in truck accidents are major priorities". We urge that this Subcommittee follow up on these recommendations and provide support and funding.

- A report issued to your Subcommittee last year by the Department of Transportation enumerated a veritable host of Transportation Department programs that could help address the problem of sleep and fatigue research in our nation's transportation systems. The common theme throughout the entire report is that not enough is known to fully determine the extent of the problem of sleep and fatigue while driving. In order to understand the extent of the problem, it must be carefully examined, and supported by reliable data. Can you imagine the Mothers Against Drunk Driving throwing up their hands and saying "Well, since we don't know enough about drinking and driving"? -- or safety belt proponents saying "Gee, who knows how many lives safety belts save each year, so since we don't know, it must not be important"?

o The missing link in this equation is a distinct level of funding for specific efforts to pull this information together and make a definitive determination of the scope of this potentially large problem. The level of funding that would be necessary would be very modest, especially in comparison to the resources that could be saved by insuring safer highways, airways, and work places.

Although, we expect that further studies will be conducted by the Department of Transportation, our Association must express great disappointment at the token effort that was made last year by the Department of Transportation to fulfill the recommendations of this subcommittee. First, the focus of the study being conducted has no relationship to understanding the basic mechanisms of sleep. We believe that any study on fatigue and safety must have some component that attempts to deal with the basic understanding of sleep. Second, we are very uncomfortable that those conducting the study are not relying at all on experts in the sleep disorders field to help evaluate findings. And, finally, most disturbing of all is that the Department of Transportation issued the request for proposals just before July 4 with a closing date of July 30, which meant that no one received the RFP until about July 7 or 8, at which time there were 21 days to respond to a major contract proposal. From the standpoint of developing a thoughtful, complete, and scientifically sound proposal, that response time was not realistic. It precluded experts in sleep disorders research who are by and large university based scientists, from even considering development of a proposal. To our thinking, the only way that a good proposal could have been prepared, would be that the awarded contractor had prior knowledge about the RFP, and was able to get the jump on everyone else. When our Association approached the Department of Transportation about extending the deadline for submission of proposals, their response was that they couldn't because they wanted to spend the money during that fiscal year. Mr. Chairman, is that reasoning justifiable? The Department of Transportation has resisted for years the need to conduct studies on sleep, fatigue and driving and all of the sudden, they must spend the money by the end of the fiscal year. It is frustrating that a scientifically questionable study is the DOT's big effort in fatigue and driving, and that the funds used to pay for this study are the tax dollars of hard working Americans who could greatly benefit from a well thought out, scientifically sound study that could lead to an impact on saving lives and making our transportation systems safer.

Mr. Chairman, thank you for the opportunity to present the views of the American Sleep Disorders Association.

AMERICAN NARCOLEPSY ASSOCIATION, INC.

STATEMENT OF WILLIAM P. BAIRD, EXECUTIVE DIRECTOR

Mr. Chairman and members of the Subcommittee thank you for the opportunity to discuss the disorder of narcolepsy as it relates to our nation's transportation.

I am Bill Baird, Executive Director of the American Narcolepsy Association. I have narcolepsy which is a debilitating disorder that is characterized by excessive daytime sleepiness and other unusual manifestations of irregular sleep. It is estimated that more than 200,000 Americans suffer from narcolepsy making it more prevalent than muscular dystrophy, hemophilia or sickle cell disease.

Mr. Chairman you may be asking yourself, "Why is the American Narcolepsy Association appearing before your Subcommittee on Transportation Appropriations?" Well, when you mix narcolepsy or a number of other sleep disorders with the nation's transportation system, the potential for traffic fatalities and other mishaps on the road or in the air is very prevalent.

Among narcoleptics, excessive daytime sleepiness occurs every day regardless of the amount of sleep obtained at night. This is usually experienced as heightened sensitivity (many times irresistibly) to becoming sleep or falling asleep, especially in sleep inducing situations. Sometimes sleepiness occurs so suddenly and with such overwhelming power that it is referred to as a sleep attack. Some narcoleptic patients have several "attacks" each day.

Cataplexy is an abrupt loss of voluntary muscle tone, usually triggered by any number of normal emotions. Attacks can range in severity from a brief sensation of weakness to total physical collapse lasting several minutes.

Hallucinations are intense, vivid, sometimes accompanied by frightening auditory, visual, and tactile sensations, and occur upon awakening or falling asleep. These hallucinations are very difficult to distinguish from reality.

The social complications that accompany narcolepsy are much more than just minor inconveniences or embarrassments. Excessive daytime sleepiness often occurs at inappropriate times -- in the classroom, at business meetings, or while driving on the highway.

Mr. Chairman, each of the symptoms of narcolepsy, whether it be falling asleep, a cataplexy attack, or hallucinations can have serious implications for one who is driving a car or operating some sort of machinery. A Board member of our organization, Mr. J.A. Piscopo had 15 car wrecks before he was diagnosed with narcolepsy.

The most important point that I would like to make Mr. Chairman, is that there are no current federal mechanisms for accurate data collection, or study to fully determine the extent of this problem. The Transportation Department has made several recommendations in the report that was issued to your Subcommittee last year, yet until a distinct mechanism is developed and funded we will not have any clear picture of the scope and magnitude of how sleep and fatigue affects the number of fatalities and other mishaps in our nation's transportation systems. Last year the Transportation Department made a token effort to address the issues raised by this Committee, however we believe that the contract issued by the Department of Transportation did not adequately address any aspect of narcolepsy or the mechanisms that impact transportation safety as it relates to narcolepsy. Further, Mr. Chairman, we believe that the method used by DOT to issue the contract was questionable. The response time allowed in the request for proposals was less than 30 days. To us, that suggests great insensitivity to the scientific community and a severe lack of understanding about the real issues of narcolepsy and other sleep disorders. It is also as if the DOT and the eventual contractor pre-made arrangements that other potential RFP responders were not privileged to.

Getting back to the report issued by the Department, it reviews various studies that have been conducted pointing to a strong relationship between mishaps and sleep. We are asking your Subcommittee to provide a distinct, but modest level of funding to help pull this information together and begin to develop plans for a solution.

Studies cited in the report suggest that as many as 20% of serious accidents on the highways are in some way accounted for by fatigue or falling asleep. We believe that it is worth a small investment by your Subcommittee to at least find out how big a problem this is, and then take preventive measures to assure improvement.

We also respectfully urge that the DOT make certain that experts in sleep disorders, and voluntary organizations focusing on sleep problems not be precluded from participating in these studies by some bureaucratic scheme to spend the money before the end of the fiscal year.

Thank you for the opportunity to present our views.

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION FUNDING

NATIONAL ASSOCIATION OF PIPELINE SAFETY REPRESENTATIVES

STATEMENT OF WILLIAM BARBEAU, DIRECTOR, MINNESOTA OFFICE OF PIPELINE SAFETY

I APPRECIATE THE OPPORTUNITY TO TALK WITH YOU ABOUT THE STATE PIPELINE SAFETY PROGRAM PARTICIPANTS IN THE DOT/RSPA/OPS PORTION OF THE FEDERAL BUDGET.

I AM REPRESENTING THE NATIONAL ASSOCIATION OF PIPELINE SAFETY REPRESENTATIVES (NAPSR). NAPSR IS AN ORGANIZATION MADE UP OF THE 47 STATE PIPELINE SAFETY OFFICES, THE VAST MAJORITY (43 OF 47) OF WHICH ARE DIVISIONS WITHIN THE STATE PUBLIC SERVICE, PUBLIC UTILITY COMMISSION, OR CORPORATION COMMISSION. NAPSR IS THE TECHNICAL ORGANIZATION WITH DIRECT ENFORCEMENT OF MINIMUM PIPELINE SAFETY CODES.

YOU KNOW THAT THE FUNDING RELATIONSHIP BETWEEN THE STATE PARTNERS AND THE FEDERAL OFFICE OF PIPELINE SAFETY IS UNIQUE IN FEDERAL LAW. THE ORIGINAL PIPELINE SAFETY LEGISLATION AUTHORIZED A STATE TO ENFORCE MINIMUM SAFETY CODES ON INTRASTATE GAS PIPELINES AND THE FEDERAL GOVERNMENT WOULD INSPECT INTERSTATE PIPELINES. THE INITIAL FUNDING MECHANISM ALLOWED FOR THE FEDERAL GOVERNMENT TO CONTRIBUTE UP TO 50% OF THE FUNDING FOR THE STATE PROGRAM. THE FEDERAL ENABLING ACT RECOGNIZED THAT THE STATES COULD BE WILLING PARTNERS IN THIS SAFETY PROGRAM. THEN, AND EVEN MORE NOW, THE FEDERAL GOVERNMENT DOES NOT HAVE THE STAFF OR DOLLARS TO OPERATE AN INSPECTION PROGRAM THAT WOULD COVER ALL PIPELINES IN THE UNITED STATES. THE FUNDAMENTAL FUNDING PIECE OF THE ORIGINAL ACT REMAINS A MODEL FOR ENSURING THE PUBLIC'S SAFETY.

THE ORIGINAL ACT OUTLINES A PROGRAM BASED IN AN EQUALIZED PARTNERSHIP. WHILE THE ORIGINAL ACT DID NOT MANDATE 50% FUNDING, FOR ALL INTENSIVE PURPOSES, SUCH HAS BEEN THE CASE UNTIL RECENTLY. THERE IS AN IMBALANCE GROWING IN THIS PARTNERSHIP.

IT IS THE GOAL OF NAPSR THAT CONGRESS WILL REVIEW THE PIPELINE SAFETY FUNDING MECHANISM. IT IS OUR HOPE THAT AFTER CAREFUL SCRUTINY, YOU WILL AGREE THAT THE 50% FUNDING LEVEL IS A GOOD MATCH FOR ENSURING PUBLIC SAFETY AND THAT SUCH FUNDING MAINTAINS THE EQUAL PARTNERSHIP IN THE PIPELINE SAFETY PROGRAM.

WE HOPE THAT EVERY EFFORT, BOTH IN THE AUTHORIZING COMMITTEES AND THE APPROPRIATING COMMITTEES, SHALL BE MADE TO MANDATE A 50% FUNDING LEVEL OF SUPPORT FOR THE STATE PIPELINE SAFETY PROGRAM.

LET ME BRIEFLY HIGHLIGHT SOME FACTS AND OBSERVATIONS REGARDING THE STATE PIPELINE SAFETY PROGRAM:

1. THE 47 STATES HAVE OVER 225 INSPECTORS INSPECTING OVER THOUSANDS OF MILES OF NATURAL GAS, HAZARDOUS LIQUID, PROPANE AND OTHER INTRASTATE PIPELINES. THESE ARE PIPELINES THAT RUN TO MILLIONS OF HOMES, FARMS AND BUSINESSES.

2. THE STATE AGENCIES SPENT ABOUT $16M DOLLARS INSPECTING THEIR PIPELINES AND RECEIVED ONLY $4,370,000 FEDERALLY CONTRIBUTED DOLLARS IN CALENDAR YEAR 1988, REPRESENTING ONLY 25% OF PROGRAM COSTS.

3. STATE PIPELINE SAFETY AGENCIES ARE THE FRONT-LINE ORGANIZATIONS RESPONSIBLE FOR ENSURING COMPLIANCE WITH MINIMUM SAFETY STANDARDS. STATE PIPELINE SAFETY AGENCIES HAVE FOUND MORE THAN 13,000 NONCOMPLIANCES WITH MINIMUM SAFETY CODES ON AN ANNUAL BASIS. STATE AGENCIES HAVE THE AUTHORITY TO ENSURE THAT COMPLIANCE IS ATTAINED IN A TIMELY FASHION TO PROTECT THE PUBLIC.

4. IN RECENT YEARS, THE FEDERAL CONTRIBUTION TO THE STATE PROGRAMS HAS DECLINED. NAPSR, REPRESENTING STATE AGENCIES, IS AS KEENLY AWARE OF BUDGET CONSTRAINTS AS YOU ARE. HOWEVER, THE STATES ARE NOW FACING NEW DIRECTIONS FROM SECRETARY SKINNER PLACING EVEN MORE RESPONSIBILITY ON STATE GOVERNMENTS IN THE NATIONAL TRANSPORTATION POLICY.

   IT IS CLEAR THAT STATE AGENCIES HAVE SUPPORTED TO PIPELINE SAFETY PROGRAM DURING THESE TOUGH ECONOMIC TIMES. ONLY THE STATE OF WASHINGTON HAS PULLED OUT OF THE PIPELINE SAFETY PROGRAM. IT WOULD BE A SIGNIFICANT SAFETY PROGRAM IF STATE PIPELINE SAFETY PROGRAMS FALTER BECAUSE OF CONTINUED DECLINING FEDERAL DOLLARS. IT IS UNLIKELY THAT STATE WOULD ALLOW DECLINING DOLLARS TO END THIS VITAL SAFETY PROGRAM. BUT A THOROUGH, FAIR AND FULL REVIEW OF THE FUNDING MECHANISM IS NEEDED. AS MEMBERS KNOW, ALL FUNDS FOR THE PIPELINE SAFETY PROGRAM ARE FEE-BASED.

5. NAPSR IS WORKING WITH THE FEDERAL OFFICE OF PIPELINE SAFETY TO DEVELOP A CRITERIA OF FORMULA THAT DEFINES WHAT A MINIMUM STATE PIPELINE SAFETY PROGRAM IS. AS THE FEDERAL OPS AND THEIR STATE PARTNERS WORK TO DEVELOP AN EQUITABLE MINIMUM FUNDING MECHANISM, WE ASK THAT CONGRESS REVIEW THE FUNDING MECHANISM FOR POSSIBLE CHANGES TO ENSURE THAT 50% FUNDING WOULD BE GRANTED TO A MINIMUM LEVEL PROGRAM.

6. IT SHOULD BE NOTED ALSO THAT INCREASED FEDERAL REGULATIONS THESE PAST FEW YEARS HAVE ADDED PROGRAM RESPONSIBILITIES TO THE STATES WITHOUT ANY INCREASE IN FEDERAL CONTRIBUTING DOLLARS.

7. MANY TIMES SAFETY PROGRAM ARE EVALUATED BASED ON THE NUMBER OF DEATHS, ACCIDENTS, PROPERTY LOSS OR INJURIES. NAPSR HAS BEEN WORKING SINCE 1982 TO BE PROACTIVE, RATHER THAN REACTIVE. FOR EXAMPLE, MINNESOTA'S PIPELINE SAFETY PROGRAM WAS WOEFULLY INADEQUATE IN 1986. BUT A TRAGIC PIPELINE EXPLOSION AND FIRE THAT KILLED A MOTHER AND HER DAUGHTER IN 1986 PUSHED THE MINNESOTA LEGISLATURE TO RECOMMIT ITSELF TO SAFETY. THE OFFICE OF PIPELINE SAFETY GREW FROM A STAFF OF 4 TO 15 IN LESS THAN TWO YEARS. THE BUDGET OF OUR OFFICE WENT FROM $150,000 TO OVER $1.5 MILLION IN TWO YEARS. THE FEDERAL CONTRIBUTION TO MINNESOTA'S COST FELL FROM 50% TO LESS THAN 26%. THE OFFICE IS NOW RESPONSIBLE FOR INSPECTING NATURAL GAS, PROPANE, LNG, LESS THAN 20% OF SMYS, MASTER METER, 3RD PARTY DAMAGE AND HAZARDOUS LIQUIDS. MINNESOTA ALSO SEEKS TO BE AN AGENT OF THE FEDERAL GOVERNMENT TO INSPECT INTERSTATE LINES AT GREATER INTERVALS THAN PRESENTLY ABLE TO BE ACCOMPLISHED BY THE FEDERAL OPS.

   RECENTLY, MISSOURI AND KANSAS SAW THE TRAGEDY OF ACCIDENTS LEADING TO THE DEATH OF 9 PEOPLE. SIGNIFICANT CHANGE HAS OCCURRED IN THOSE STATES AS WELL. IN FACT, THE FEDERAL OFFICE OF PIPELINE SAFETY, NAPSR, AND NARUC ARE LOOKING AT THE IMPLICATIONS OF THESE NEW ACCIDENTS ON PIPELINE SAFETY PROGRAM.

BUT MY POINT IS THAT MINNESOTA, KANSAS AND MISSOURI REACTED TO A TRAGEDY. MINNESOTA WAS NOT PREPARED. IT IS NOW. BUT WE IN MINNESOTA HAVE LEARNED THAT LOSING COMPREHENSIVE SAFETY ENFORCEMENT PROGRAM. PLEASE EVALUATE THE PIPELINE SAFETY PROGRAM AND SEE IT AS A PREVENTION PROGRAM, RATHER THAN EVALUATING SAFETY ON BODY COUNTS.

OUR PRIMARY PURPOSE IN ADDRESSING YOU TODAY IS TO RAISE THE ISSUE OF 50% FUNDING OF A MINIMUM SAFETY PROGRAM. OVER THE NEXT FEW YEARS, WE WOULD LIKE TO WORK CLOSELY WITH YOU AND YOUR STAFF TO EVALUATE THE FUNDING OF PIPELINE SAFETY AND TO SERIOUSLY CONSIDER MANDATING 50% FUNDING OF A FEDERALLY AUDITED MINIMUM SAFETY PROGRAM.

DURING THE REAUTHORIZATION PROCESS OF THE ORIGINAL PIPELINE SAFETY ACT, WE WILL SEEK LANGUAGE CHANGES TO REACH OUR GOAL OF 50% FUNDING OF A MINIMUM LEVEL SAFETY PROGRAM. WE WILL SEEK YOUR THOUGHTS AND SUPPORT TO PROVIDE THE NECESSARY FUNDS TO ENSURE THAT THE PIPELINE SAFETY INFRASTRUCTURE REMAINS AS SAFE AS POSSIBLE.

WE REPRESENT THE MEN AND WOMEN WHO ARE DOING THE WORK. WE WILL CONTINUE TO MEET OUR RESPONSIBILITIES TO SAFETY. WE ASK FOR YOUR HELP.

AGAIN, MR. CHAIRMAN, I APPRECIATE THE OPPORTUNITY TO PRESENT THIS TESTIMONY.

URBAN MASS TRANSPORTATION ADMINISTRATION FUNDING

STATEMENT OF THE AMERICAN PUBLIC TRANSIT ASSOCIATION

Chairman Lautenberg and members of the Subcommittee, the American Public Transit Association (APTA) appreciates this opportunity to express its views on a proposed Fiscal Year 1991 budget for the Urban Mass Transportation Administration and federal mass transit programs. Attached is a copy of APTA's adopted policy with regard to this year's budget, the details of which are addressed in greater detail in this written statement.

The transit community commends this Subcommittee for maintaining transit funding despite repeated proposals by two successive administrations for drastic cuts in the overall level of funding and in specific aspects of the federal program. We hope to impress on each of you the importance of funding the federal transit program at a workable level in Fiscal Year 1991.

The world has changed dramatically since APTA last presented testimony before this Subcommittee. The ascent of democracy worldwide and dissolution of the Soviet bloc offer the opportunity of additional resources for domestic needs.

At home, Congress has spent the last three years developing a clean air bill aimed at improving the quality of life for all Americans. There is newfound recognition by the Administration of the need for a national effort to develop an effective transportation system. While it has many shortcomings, the Administration's national transportation strategy has at least dispelled any doubt that transportation needs are compelling and that today's policy decisions about transportation will have a crucial effect on tomorrow's economic growth, environmental health, and quality of life.

Earth Day 1990, the group that organized the global Earth Day festivities, has urged increased use of mass transit and encouraged Americans to consider leaving their cars at home to highlight the environmental benefits of transit use. The California Sierra Club, in a recent report, called transportation "the environmental issue of the decade." Mass transit is an often-overlooked factor in our attempt to clean the air, save energy and ease the gridlock that paralyzes our highways.

At APTA, our Transit 2000 Task Force has released its final report, Managing Mobility, which outlines a comprehensive, long-term plan for maintaining and expanding transit services. With the Transit 2000 report as a basis, we will work with Congress in support of a continuing federal-state-local government partnership for enhancing national mobility through transit.

The nation needs to rebuild its transportation infrastructure as the foundation for a healthy, growing economy. The focus on clean air has reaffirmed the idea that mass transit can make a vital contribution to reducing air pollution in our nation's urban areas. Transit offers a cost-effective means of reducing congestion and thereby limiting the demand for costly new highways. When the costs of pollution and congestion are factored in, the federal investment in transit becomes an even better bargain.

With these points in mind, the transit community urges that the Subcommittee look on this year's mass transit budget as a bridge from a recent past of shortsighted executive branch attempts to reduce the federal role in transit, to a future that recognizes the vital federal stake in mass transit as part of a comprehensive, effective national transportation system. The transit community deeply appreciates the efforts of this Subcommittee to maintain funding for the federal transit program.

The Bush Administration Budget

The Administration has submitted a budget proposal that seeks to make significant reductions in transit funding. This budget embodies many of the same proposals that Congress has rejected over the past five years. The proposal is a retreat from the transit policy established by Congress and if adopted would represent a reversal of the federal commitment to support public transportation.

The President's proposed budget is 24.5% less than the actual $3.048 billion provided in FY 1990. Both operating assistance and capital assistance would be reduced, despite the Department of Transportation's claim that the budget's "underlying principle" is an endeavor to maintain capital infrastructure. The largest cuts are in Section 9 Urban Area Operating Assistance, down a proposed 63% from last year, and Interstate Transfer-Transit, for which no separate funds have been requested.

Operating assistance to transit systems serving UZAs of more than one million people would be eliminated, and operating assistance to transit systems serving smaller urban areas could be sharply reduced. Operating assistance for virtually all transit systems in all urbanized areas would be less than current operating limits, if this budget were adopted. The Administration's proposed budget would exacerbate further the current operating shortfall for those systems in areas of less than 200,000 population.

This year's request comes on the heels of a 53.6% reduction, taking into consideration total dollars plus inflation, of federal funding for mass transit since fiscal year 1981. If adopted, the Administration's budget will result in a real decline of 66.5% in federal transit funding since 1981.

The FY 1991 request calls for substantial general fund increases in funding for aviation and Coast Guard programs. During the last eight years, UMTA's share of the DOT budget has decreased by 47%, while the FAA's share of that same budget grew by 66% and the Coast Guard share increased by 15%.

APTA recognizes the need to improve air safety and to enhance the Coast Guard's ability to interdict illegal drug traffic, but these priorities should not be financed by higher transit fares and less service.

Transit operators across the country provide an essential service and increased demand for transit is evident across the nation. It should be unthinkable to consider further reductions in mass transit funding. Rather, we must work together to increase transit ridership as part of the effort to reduce air pollution and traffic congestion. We should create incentives to use mass transit in order to conserve national energy resources and diminish dependence on foreign oil, thus decreasing the trade deficit. Effective transit systems are an integral component of a healthy economy and often the only means of transportation for disabled persons, senior citizens and the economically disadvantaged.

The transit community is not alone in its recognition of the increased role that transit must play in resolving the nation's problems. It is encouraging that the Administration's national transportation strategy recognizes that public transit is an essential part of our nation's transportation infrastructure:

> Bus, subway, commuter rail, and other high-occupancy services are essential in congested metropolitan regions, and provide mobility for transportation disadvantaged people in urban as well as rural areas. The Nation's largest downtowns depend on public transit to allow workers the flexibility to avoid congested streets and highways and thus ease traffic conditions. [**Moving America**, p. 61.]

The longstanding cooperation of all levels of government will not work unless the federal government stands by its commitment to public transportation. Already, significant reductions in federal transit funding have jeopardized the effectiveness of this intergovernmental partnership.

Adoption of the Administration's budget would continue the debilitating cycle of reduced service, increased fares, abandonment of routes, and loss of riders that began under earlier budgets during the Reagan Administration. The additional cuts proposed by the current Administration would diminish the ability of transit operators to plan effectively, and would further weaken the transit-related manufacturing, supply, and construction industries. As it is, FY 1990 appropriations for the formula program were $555 million, or 25%, less than the authorized level.

While we are convinced that Congress supports transit funding at levels authorized by the Surface Transportation and Uniform Relocation Assistance Act of 1987, transit cannot effectively serve the nation's communities -- rural and urban -- if FY 1991 funding is less than the FY 1990 level of $3.05 billion, as adjusted for inflation. Even at this level, we are well below the $11 billion annual federal level necessary to do the job we are called upon to perform, as noted in the industry's Transit 2000 final report.

Transit's Needs

Transit agencies have sought to fulfill their mandate of providing mobility, but cannot do so without sufficient funding. The National Council on Public Works Improvement, authorized by Congress to report on the state of the nation's infrastructure, found that there is a compelling need to increase current spending on our transportation and other infrastructure by as much as 100%.

APTA's Transit 2000 Task Force has concluded, based on a careful assessment of transit's capital needs, that federal investment in public transit should be increased to at least $11 billion annually -- $6.5 billion for essential reinvestments to preserve capital infrastructure and rolling stock, and $4.5 billion for capacity expansion.

In addition, transit is being directed by Congress to help cities reduce air pollution, to operate cleaner alternative fuel vehicles, and to help reduce the gridlock that is paralyzing our communities and reducing the nation's productivity. Likewise, the transit industry will be meeting to a greater degree the growing needs of disabled citizens who wish to participate more fully in society. If we are serious about cleaning up the nation's air and providing better service to persons with disabilities, this is not the time to cut funding for transit, as the Bush Administration has proposed. Transit is also expected to comply with stringent hazardous materials standards, improve an already excellent safety record, ensure that its operators are drug- and alcohol-free, and provide rehabilitation to those with substance abuse problems.

The transit community wants to make this country a better place to live, but it needs the tools to do the job.

Using Authorized Funding Levels and Program Category Proportions as a Guide: Protecting Section 9

The Administration budget proposes to reduce Section 9 formula funding for all recipients by approximately 34%, and to prohibit operators in areas of more than one million people from using federal funds for operating purposes. The Administration's rationale for this limitation is that "federal operating subsidies for areas over one million persons averages [sic] less than 6 percent of their total operating budgets." Unfortunately, this statistic is very misleading. While federal operating assistance actually accounts for 7.28% of their total operating budgets, of the transit systems in this population group, almost half are small operators.

The Gary Public Transportation Corporation in Gary, Indiana, which happens to be in the Chicago-NW Indiana UZA, operates 36 buses and federal assistance constitutes 37% of its operating revenues. The Waukesha Transit System Utility in Waukesha, Wisconsin, which is within the Milwaukee UZA, uses federal assistance to cover 18.5% of its costs. The Westmoreland County Transit Authority in Greensburg, Pennsylvania, which is in the Pittsburgh UZA, relies upon federal assistance to defray some 41.3% of its costs.

These are just a few of the 66 small transit systems operating within UZAs of one million and above that would be devastated by the Administration's proposal to end operating assistance for areas of over one million population. Notwithstanding the effect on small systems, a 6% reduction for a large transit system is a sizeable cut.

Funding the Section 9 formula program at an adequate level is of critical concern. The formula program provides a basic level of funding for all transit systems, large, medium, and small. It provides systems with assistance to help pay the day-to-day costs of maintenance and operations, and it helps them to meet their capital needs. The formula program has been cut by some 31% since 1985.

Under the FY 1990 funding level of $1.62 billion for formula programs there was not enough money to fully fund operating levels in many areas, as was intended by the Subcommittee, or to meet most systems' capital improvement needs.

During consideration of the current reauthorization bill, Congress established funding levels for individual program categories. Although the budget deficit and previous budget agreements have required an emphasis on cuts, transit programs have taken a disproportionate share of reductions. We would urge that when the Committee appropriates available funds within the constraints of a budget agreement, it conform, as much as possible, to the authorized proportions for each program.

Operating Assistance Caps

Operating assistance is of particular concern. While a transit system can sometimes defer or cut back on the planned purchase of new buses or other capital investments, it cannot avoid paying its operating costs - its current bills.

In the current fiscal year, an estimated 137 small cities and urban areas with populations of less than 200,000, fully half of the total, will not receive the allowable amount of federal operating assistance under the Section 9 program.

These areas will not receive the full amount of federal operating assistance they had expected under law because general revenues appropriated for the program do not fully fund up to the operating caps. This has occurred because, increasingly, formula grants are being funded with Section 9(B) gasoline tax dollars, which are available for capital purposes only.

Section 18

All areas in the country have felt the effects of the cuts in federal transit funding since 1981. The effects have been particularly acute in the nation's small urban and rural areas. The Subcommittee is urged to support continuation of the Section 18 set-aside at or above FY 1990 levels.

Section 3 Bus Replacement

We would also like to address the issue of limitations on the use of Section 3 discretionary funds. Under the existing program, 40% of discretionary funds are earmarked for new starts and 40% of the total is set aside for rail modernization. Another 10% is for discretionary use and the remaining 10% is allocated for bus-related purchases.

In the current budget climate, few systems can afford to increase the number of buses they operate, yet existing UMTA policy severely restricts the use of Section 3 funds for bus replacement. Reductions in the Section 9 formula program have made it impossible for most systems to use Section 9 funds to buy enough replacement buses.

It is therefore imperative that specific legislative language be provided to make clear that transit systems can use Section 3 funds for bus replacement. In fact, language that directs UMTA to follow authorizing language, which permits the use of Section 3 bus funds for the rehabilitation and replacement of existing buses, was included in the committee report accompanying last year's funding bill. This is consistent with both the spirit and the intent of authorizing language. The authorizing committee placed no restriction on the use of these funds for bus replacement. Such language would permit operators to buy the buses that pollute less and are accessible to disabled persons, accelerating the effort to make the nation's bus fleet wheelchair accessible.

The Administration says it is providing over $100 million to help transit systems "address President Bush's initiatives to improve air quality with alternate fuels and to increase mass transit accessibility for disabled travellers." However, this statement does not square with the fact that the Bush budget would cut funding by 25% from the level provided in FY 1990.

Under the budget proposal, funds for compliance with new federal mandates would be provided from the Section 3 Bus and Bus Facilities allocation, which is about $61 million higher than in FY 1990. But, the allocations for Rail Modernization and New Starts/Extensions are $58 million lower than last year. In other words, the Administration is proposing to transfer about $60 million from the other discretionary accounts to the discretionary bus program and then claim that $100 million of the $193 million total is available for clean air and accessibility mandates that will accompany passage of the Clean Air and Americans with Disabilities Acts. In any case, the additional capital and operating costs imposed by these pending federal requirements would be far in excess of $100 million.

With regard to Clean Air Act mandates, Joseph Canny, of the U.S. Department of Transportation's Office of Policy and International Affairs, testified late last year that "Transit buses currently cost about $175,000. Alternatively fueled buses can be expected to cost between 6 to 17% more, depending on the fuel used and the success of manufacturers in developing and marketing alternate fueled buses." In fact, current bids for buses that are alternatively fueled are running at approximately $250,000 each while bids for standard 40-foot buses that are lift-equipped are coming in at about $202,000 each.

The costs associated with conversion of fueling facilities and additional maintenance and operational costs may also be incurred. Even if the transit industry can meet new standards in the clean air legislation with advanced diesel buses, such technology is expected to increase bus-related costs significantly. And, of course, these costs would be borne primarily by the large and small transit systems whose operating assistance would be eliminated under the Administration budget proposal.

Research and Development

We ask that the Subcommittee address transit's need to conduct an aggressive research and development program. The Bush Administration stressed the importance of a vigorous transportation research program in its national strategy. This challenge applies to transit as much as to other modes of transportation. Transit will continue to be as innovative as possible to improve its efficiency, run cleaner buses, and meet the growing demand for its services into the next century.

Federal funding for the transit research program has declined from an annual level of more than $50 million in FY 1985 to $10 million in FY 1990. We would ask that additional resources be devoted to this important purpose. We recommend that, using existing Section 6 authority, the Transportation Secretary be directed to contract with the Transit Development Corporation for research in specific priority areas as envisioned in the 1987 report by the Transportation Research Board (TRB), entitled "Research for Public Transit -- New Directions" (Special Report #213). We would suggest that $10 million, the funding level recommended by TRB, be appropriated to begin this program.

Interstate Transfer

The Interstate Transfer program is very important to a number of cities. It was funded at a level of $159.5 million in FY 1990. We ask that the Interstate Transfer program be funded in a manner that gives these systems what they need but which does not result in a reduction of Section 9 formula aid. We recognize the fiscal constraints under which the federal government now operates, but the Interstate Transfer program was intended to substitute transit projects for interstate highway construction in urban areas where state and local officials determined that mass transit made more sense. The interstate substitution program makes even more sense today than it did when the program was authorized.

Congress wisely rejected last year's proposal to consolidate funding for both highway and transit substitute projects under the Federal Highway Administration. We would respectfully suggest that a similar rejection is in order again this year.

Conclusion

In conclusion, Mr. Chairman and members of the Subcommittee, we want to thank you on behalf of APTA for the effort that Congress has made to preserve federal funding for mass transit. We applaud its wisdom in rejecting previous attempts to dismantle the existing program and eviscerate federal support for this critical national need. We trust that the Subcommittee will maintain its commitment to mass transit and to the provision of federal assistance in particular areas and at the levels noted above.

Secretary Skinner has characterized the Administration's DOT budget proposal as a first phase of a plan to improve the nation's transportation infrastructure. This plan could be advanced much more effectively if the proposed Bush budget cuts were rejected. Recognition of the need for capital improvements should not be used as an excuse to abdicate the federal role in support of transit. This is particularly true at a time when the federal government may impose sizable additional capital and operating costs on transit systems through the enactment of clean air legislation and the Americans with Disabilities Act.

We know that transit is the answer to an increasing number of demands as our nation moves into the twenty-first century. Well-managed transit systems and a prudent national transportation policy will help us to meet the challenges of urban life, a healthy, competitive economy, and a clean environment. It will enable us to meet the needs of the elderly and disadvantaged. But our ability to make these contributions to society depends heavily on your continued support for the highest possible level of funding for UMTA programs in Fiscal Year 1991.

CHICAGO REGIONAL TRANSPORTATION AUTHORITY

LETTER FROM GAYLE M. FRANZEN, CHAIRMAN

April 30, 1990

The Honorable Frank R. Lautenberg
House Appropriations Committee
Chairman, Subcommittee on Transportation and Related Agencies
717 Hart Senate Office Building
Washington, D.C. 20510-3002

Dear Chairman Lautenberg:

On behalf of the Regional Transportation Authority (RTA), I am pleased to submit a letter of support for the process by which the City of Chicago and the business community are working to bring the Central Area Circulator Project to reality.

As identified in the RTA's Strategic Plan, the Chicago Central Business District (CBD) oriented travel will continue to be the backbone of the region's public mass transportation system. Because public mass transportation has traditionally captured a major portion of all trips made to the downtown area, it is essential these trips be protected. In order to maintain and expand ridership levels, service must be convenient, fast, and reliable. The RTA will continue to support appropriate efforts to promote the economic development of the CBD and to find ways to ensure that this travel market is adequately served by both existing and new service concepts.

The RTA believes that the opportunity for public transportation to make a substantial contribution to responding to the growing economic needs of the CBD exist in the Central Area Circulator Project. From its inception the RTA has fully supported the local process leading to the Central Area Circulator Project. The RTA has provided funding to the Metropolitan Planning Council over the past two years to coordinate studies aimed at a consensus on the need for a central area circulation system and to complete conceptual design of such a system. The Project has succeeded in establishing an unprecedented consensus of support among business, civic, government, and community organizations.

In addition to the economic benefit, the Central Area Circulator Project can provide a superior quality of service in combination with the CTA bus and rail systems currently in place. The Central Area Circulator Project can assist in maintaining the vitality of Chicago's CBD by connecting its riders to employment opportunities, reducing congestion, meeting the travel demands of its commuters and alleviating travel delays.

The City's rough estimate of 1990 funding year needs for preliminary engineering and design is $52 million, with equal funding provided by the state, local and federal entities. I wholeheartedly support this funding structure and the City's proposal for $17 million in UMTA Section 3 - New Start funds for FY 1990.

We request your continued support for this Project as it proceeds to the preliminary engineering and design phase.

Sincerely,

Gayle M. Franzen

Gayle M. Franzen
Chairman

STATEMENT OF THE CHICAGO DEVELOPMENT COUNCIL

The Chicago Development Council (CDC) is a not-for-profit organization whose membership includes 49 developers, banks, hotels, insurance companies and other property owners. Collectively, CDC members own approximately 62 million square feet, or about 55%, of all office property in downtown Chicago. (A membership list is attached.)

As an organization composed of business and civic leaders with a strong interest in Chicago's future, the Chicago Development Council strongly endorses the proposed Chicago Downtown Transit Circulator.

To successfully finance the capital costs of this project, CDC also recognizes the importance of balancing capital financing sources. Its members stand ready to fulfill the local share via a new downtown property tax district to fund fully one third of all currently estimated capital costs.

CDC also endorses the City of Chicago request for up to $17 million of Section 3 discretionary program funding in FY 1991 for engineering and design work on the Circulator project.

CDC members have worked closely for two years with the City of Chicago, the Metropolitan Planning Council, the Regional Transit Authority and the Chicago Transit Authority to evaluate the feasibility of this project. Although the evaluation is not yet complete, we believe the need for the Circulator has been established and its many potential benefits identified.

Employment in the downtown area is projected to grow from 650,000 to 900,000 workers within 20 years. Furthermore, new commercial space will be added to the downtown real estate market at the rate of 2.5 to 3.0 million square feet per year.

This development has resulted in serious traffic congestion and associated work, pollution and traffic costs. Investment in and development of the Circulator will result in numerous benefits which include:

1. Efficient and dependable public transportation service and decreased traffic congestion;
2. Decreased road construction, maintenance and repair costs;
3. Reduction of dangerous air pollution levels;
4. Additional development which will create the potential for additional jobs for the City's citizens and additional tax revenue to fund City and other local government operations; and
5. Infusion of hundreds of millions of capital dollars during construction into the local economy. Regional output will grow by $300 to $500 million, creating 4,000 to 5,000 jobs.

Less quantifiable, but no less important, are the potential benefits to different sectors of the City's economy which include:

1. Downtown Chicago and the Midwest region as a major commercial/business center;

2. The convention and trade industry (which currently generates nearly $2 billion per year for Chicago);
3. The tourism industry (which generates nearly $4 billion per year);
4. Downtown hotel and retail activities (which combined generate $3 billion per year); and
5. Museums, parks, libraries, governmental offices, educational institutions and other cultural amenities which will be more accessible to residents of and visitors to the City.

On a simple cost-benefit basis, the Circulator represents the best solution to the unavoidable problem of Chicago's continued growth. The Circulator is a sound investment in Chicago and its future.

Every day, our members actively promote Chicago to the world as a great place in which to live and work. This commitment extends beyond our business ventures. Individually and collectively, we are involved in many civic efforts, from affordable housing to improving the public schools.

In short, the Chicago Development Council believes in Chicago. We live, work and invest here because we believe in its future. For these same reasons, we strongly support the Chicago Downtown Transit Circulator because it will improve our transit capacity, allow for additional development, and increase access to Chicago's amenities for its residents and visitors.

Respectfully submitted,

Robert A. Wislow
Chairman
U.S. Equities Group
Co-Chairman
Chicago Development Council

M. Wayne Redeker
Director of Real Estate
Amoco Corporation
Co-Chairman
Chicago Development Council

G. Ralph Guthrie
Trustee
Chicago Dock & Canal Trust
Co-Chairman
Chicago Development Council

Bernard Weissbourd
Chairman
Metropolitan Structures
Vice Chairman
Chicago Development Council

John W. Higgins
President
Walsh, Higgins & Company
Director
Chicago Development Council

Richard A. Stein
Chairman & Chief Executive
Stein & Company
Director
Chicago Development Council

Barry Sullivan
Chairman
The First National Bank of Chicago
Chicago Development Council

Craig Bayless
Managing Director
Tishman Speyer Properties
Director
Chicago Development Council

Maurice Fisher
President
JMB Properties Urban Co.
Director
Chicago Development Council

Charles H. Goodman
Executive Vice President
Henry Crown & Company
Director
Chicago Development Council

Charles R. Gardner
President
Chicago Dock & Canal Trust
Director
Chicago Development Council

Steven Fifield
Chairman, Managing Partner
Fifield Development Corporation
Director
Chicago Development Council

Jerome Swerdlow
Executive Vice President
Heitman Properties, Ltd.
Director
Chicago Development Council

Ray D'Ardenne
Executive Vice President
Equitable Life Assurance
Society
Chicago Development Council

Joseph Elsener
Vice President
Prudential Properties Co.
Director
Chicago Development Council

Gerald Garren
Vice President
Metropolitan Life Insurance
Director
Chicago Development Council

CHICAGO METROPOLITAN PLANNING COUNCIL

STATEMENT OF DAN TOLL, CHAIRMAN, CENTRAL AREA CIRCULATOR PROJECT

Thank you for the opportunity to testify on behalf of Chicago's request for funding for the central area circulator. I am Dan Toll, Chairman of the Central Area Circulator Project of the Metropolitan Planning Council, and member of MPC's Board of Governors. MPC is a 55-year old private non-profit civic group involved in planning and policy issues in the Chicago area.

We endorse the request of the City of Chicago for up to $17 million in FY 1991 from the UMTA Section 3 program for the Chicago central area circulator.

- MPC was funded by the Regional Transportation Authority and private business to develop detailed recommendations for central area transit in Chicago. It is this work now being implemented by the City.
- This process was run by a private/public Steering Committee, and a 120-member citizen/business Advisory Committee.
- Its recommendations were widely endorsed by civic, business, and public organizations and leaders.
- We support the work on this project now going forward under the City's leadership, and I continue to chair the Steering and Advisory Committees.
- This work must proceed as quickly as possible to take advantage of the unprecedented consensus developed around this project.

In 1988, the Council was funded by the Regional Transportation Authority and the Chicago Development Council (a consortium of property owners representing over half the square feet of development in downtown Chicago) to study transportation in Chicago's central area. We agreed, on condition that we could craft a process that included the broadest possible coalition of business, community and public entities.

This process resulted in comprehensive, detailed recommendations (contained in the attached report) on the need for a central area circulator in Chicago, corridors, alignments, technology, funding and governance. It is this work which is now being implemented by the City of Chicago, with full support from the State of Illinois.

The process went forward under a Steering Committee with equally balanced public and private membership, with representation from key entities whose support would be needed for implementation. This group met every 2 to 3 weeks for two years to direct the project, and continues in this role as the work goes forward under the City of Chicago.

A 120-member Advisory Committee (also active in the current work) meets every 2 months to review and comment on key decisions, and provides communication with the broader community. Work was carried out by a technical team that included staff from all the major transportation and planning agencies in the area, as well as experts from other cities. Members of the Steering, Advisory and Working Groups are listed on pages 52-54 of the enclosed report.

During the Council's work, project representatives held over 100 meetings for discussion and feedback with civic, community, business and professional organizations, and also held numerous work sessions with individual property owners and businesses along potential alignments. A day-long workshop was held to gather ideas from interested engineers, architects and planners. Several newsletters and interim reports were widely distributed.

The recommendations of this process have been endorsed by a wide range of civic, business, and public entities and key business leaders. Some of those endorsements are listed on p. 13.

While the project final report recommends a specific technology and system configuration, this recommendation is intended as a prototype of a potential new system and not the final answer. We fully support the Alternatives Analysis and Draft Environmental Impact Study process now underway under the leadership of the City of Chicago. The City is following an accelerated program in cooperation with UMTA. MPC has been asked by the City, and gladly accepted, to continue staffing the Steering and Advisory Committees. I continue to chair those two bodies.

The scope of work carried out in the Council's project included development of consensus on the need, definition of priority corridors, and testing of several potential technologies to serve those corridors. This work was done to a considerable level of detail (and produced more definitive information than in any past study), contained in a large number of technical documents on which this report is based. For the first time, we had enough answers to get overwhelming community support for action, and for inclusion of several specific alignment and technology options in further study by the City. The City's work will provide key additional information needed to make final decisions for action, and it is essential that this work proceed as quickly as possible to take advantage of the unprecedented consensus that has been developed.

Thank you for the opportunity to testify. Please call on us if we can be of assistance in any way.

CHICAGO DEPARTMENT OF PLANNING

STATEMENT OF DAVID R. MOSENA, COMMISSIONER

INTRODUCTION

Chairman Lautenberg and members of the Committee. I am David R. Mosena, Commissioner of Planning for the City of Chicago and responsible for Chicago's new downtown transit project -- The Central Area Circulator Project. I wish to testify on behalf of the City on our request for $17 million of Section 3 discretionary funds -- the "new rail start funds."

SUMMARY

There are four key points I would like to make. First, a new transit system is an immediate and serious need for downtown Chicago. Second, there is a strong public-private concensus on the need to build this system including a substantial overmatch of local funds. Third, the amount of work accomplished to date is unprecedented for such a short period of time. And finally, full appropriation of the $17 million is needed to keep this momentum going.

Threats to Development.

- The decade-long development boom that has led to $10 billion invested in the Central Area in the last ten years is being choked by congestion.
- The inability to move people around the downtown will undermine the major investments that the private and public sectors have put into retail, residential development, cultural and educational institutions in the Central Area.
- The threat to future development is also a threat to Chicago's tax base since 80% of Chicago's real estate taxes come from the downtown.

The Public/Private Partnership.

- The business, civic, and residential leadership have been directly involved since the inception of the project. A strong concensus exists that new investments in transit are the solution to Central Area congestion.

- Local business interests have stepped-up to the plate and are committed to paying 1/3 of the costs -- an overmatch that is rare in a project of this magnitude.

Efficient Planning and Design

- The project has a momentum that is unprecedented. The Alternatives Analysis and the Draft Environmental Impact Statement will be completed in less than a year's time.

- The expedited schedule has not short-cut public participation. The project is meeting with over 20 business, civic, and resident groups on a regular basis.

The Importance of FY91 Funding

- The full $17 million is needed in order to maintain the momentum of the project and complete engineering and design as quickly and cost effectively as has been done on the Alternatives Analysis.

- The State of Illinois has already committed $20 million to this next phase, and the City of Chicago will supply its share through a special real-estate tax on nonresidential property in the downtown.

NEED FOR ACTION

The most important ingredient for the continued health and expansion of Chicago's downtown has been and still is transit.

Chicago's long haul transit system, (bus, rapid transit, and rail) is one of the best systems in the nation. Ten-rapid transit lines, 12 commuter lines and over 45 bus routes, all serve the Central Area. The system is so convenient that most Central Area bound commuters use transit each day - particularly to the Loop area. Three quarters of those coming to the Loop use public transportation. Over half of the almost 850,000 total daily trips to the expanded downtown are by transit.

The foresight and wisdom of past investments in transportation are phenomenal. Chicago's Central Area has not just weathered post-War II suburbanization, it has flourished. And it will continue to flourish if its transit system keeps up with demand.

As described in more detail in the first attachment to this testimony, Chicago's central business district has experienced unprecedent growth during the past twenty years due to these earlier investments.

. In the last decade more than $10 billion dollars has been invested in nearly 50 million square feet of development. That period saw a 43% increase in office space alone in Chicago's central business district.

. Downtown office vacancy rates have remained consistently below the national average. Currently it is at 12.1% as compared to a national average of 16.7%.

. The residential housing stock in the downtown grew 36% during the 1980's with an expected population of 100,000 in the 1990 census.

. Currently there are more than 21,000 hotel rooms available in the Central Area, with over 2,000 more in the construction stage. Occupancy rates are at an enviable 65%.

- Chicago's downtown has the largest concentration of retail space in the nation, and it continues to add more in major projects on both North Michigan Avenue and State Street.

Many additional figures could be presented: the growth of Chicago's tourist industry, the investments made in its major museums and their expected increases in visitors, and the major expansion plans of its downtown colleges and universities.

All these figures tell the same story. Chicago's Central Area is diverse, healthy and growing. It is a major asset for the nation in its role in the world economy. This success is due directly to the foresight of earlier transportation investments that have encouraged such a compact, vital core city. A serious weak link has, however, developed in the transportation interconnections within the dramatically expanded downtown business district. Continued Central Area development is threatened by the inability of the current transit circulation system to adequately move people within an increasingly congested area.

Chicago's mass transit system, however, was designed and built when the Central Area was still one mile square. The Central Area is now two miles wide and four miles long. There have been no major transit improvements within the Central Area in the past thirty years that match, or attempt to keep pace with, the dynamic growth of the city.

In fact, the Central Area growth has overtaken the downtown circulation system. Travel times on the second or downtown leg of a commuter's trip may be as long as the first. The major commuter rail stations are in some cases more than two miles from the individual's final destination. The downtown rapid transit stations are similarly remote from the far reaches of the new Central Area boundary. Currently during rush hour it takes 29 minutes from the Union Station located in the West Loop to Hancock Tower on North Michigan Avenue. As a means of comparison, it typically takes the same time to get from Hinsdale in the far western suburbs to Union Station. Express buses best travel time is 10 miles per hour, but during the normal rush hour bus averages drop to 3.5 miles per hour.

A similar story can be told for the non-rush hour trips. Almost 90% of the over one million non-commuter daily trips made within the downtown area are made by walking, but only a quarter of those trips on foot are over one-half mile. With the larger land area in the downtown, Chicago needs a system that can effectively move people to meetings, to lunch, to shopping, to visits at its world renowned museums, theaters, and special events. All of these trips are critical if the downtown is to increase its vitality and diversity. Continued downtown development, critical to the City's economy and tax base, depends on a versatility of social, cultural as well as commercial interaction. This will not occur unless people within the Central Area can easily circulate to every corner of its expanding boundaries.

Finally, there are all the other well documented problems that come from congestion. Growing traffic in the Central Area means slower speeds & increased air pollution. This affects everyone from the Corporate President deciding where to relocate his company, to the retailer looking for a pleasant environment for their business, to the employee or pedestrian who must triverse the City amid rush hour fumes. Chicago's economic growth will choke on increasing congestion and with it the City's tax base..

THE CONSENSUS ON A SOLUTION

There is a local concensus that a new central area circulator/distributor system is needed to:

1) Provide sufficient capacity for future growth

2) Provide mobility within the geographically expanding Central Area

3) Increase average speeds and improve reliability in view of increased congestion

4) Improve ambient quality of the City's street environment.

The planning for this circulator system is being built on a series of previous studies and plans that have led to an extraordinary level of agreement among the political, civic, and business leadership of Chicago.

These studies include the Department of Public Work's Downtown Distributor Study (1986), the Regional Transportation Authority's Strategic Plan (1988), and the Metropolitan Planning Council's study, A Light-Rail Transit System for Chicago's Central Area (1989). The last study alone succeeded in coalescing agreement among some one hundred and fifty representatives of business, government, civic organizations and neighborhood groups. The same strong support exists among the region's transportation agencies. The Regional Transportation Authority has submitted testimony indicating its unqualified belief that this project is of highest priority in their transit development plans.

This broad base of support is continuing today. We are engaged in the federally required Alternatives Analysis process to determine how to best solve the downtown distribution problem. During this process, we have been regularly meeting with over 20 different business, civic, and residential groups. These groups have provided important feedback on the acceptability of various alternatives. At the same time, they themselves have grown in their understanding of transportation engineering requirements and limitations. Consequently, current concensus is even better founded than before.

The various important benefits of an efficient Central Area transit system are well recognized by everyone. Such a transit system can improve the environmental quality while helping to meet the needs of both the driver and the pedestrian. New bus and rail systems have been installed in other cities. Their attractive design, ease of use, and availability have contributed positively to those cities image and the quality of life.

A new transit system will relieve traffic congestion and also assist in better management of existing traffic. By improving the central area transit system we would even further encourage the use of our expansive mass transit and commuter system.

Chicago intends to build its new circulator system as an integral part of a total transportation system for the downtown. In order to accomplish this, the City of Chicago is using the Alternatives Analysis process to prepare a comprehensive transportation plan. This plan will provide the necessary framework to implement the preferred alternative systems. This work includes:

- A clear street plan that established which role each will play so that current street capacity is used as efficiently as possible. This work will be particularly important if some of that capacity is dedicated to a new light rail system.

- A street management program that makes sure that the road capacity is not diminished by such problems as unnecessary or illegal parking, weak signalization, or poor turning movements.

- Strong parking policies that create a clear parking system that will encourage those that can most effectively use public transit to do so while at the same time making the downtown user friendly for those who are appropriately using private vehicles.

- Interconnections between not only any new system and the existing systems, but also strengthening as far as possible connections among the existing systems -- including pedestrian systems. This includes such management issues as convenient transfers and fare collection systems.

- Establishing standards and programs that ensure that buildings can be serviced and urban goods delivered effectively by making sure loading facilities are adequately designed to handle these activities.

- An incentive system through density bonuses that encourages new private development to invest in transit connections and other aspects of the system.

The City does not see an improved downtown transit system as a panacea. It will not magically solve all problems. Instead it is a cornerstone to a comprehensive development approach which uses urban transportation planning as the backbone for land-use decisions.

THE FINANCIAL PLAN

The level of local support is most graphically demonstrated by the level of commitment to the financial plan.

The Administration of the City of Chicago, together with the private sector (business, civic, and residential), has pledged since the beginning of this project that local sources would share the cost equally with state and federal sources - 1/3rd local, 1/3rd state and 1/3rd federal funding. The one-third local share is being supplied by private downtown business interests. These monies will be collected by creating a Special Service Area. The boundaries of the district will be drawn to include all those that directly benefit from the proposed transit system, and a small real estate tax will be levied against all nonresidential property within the district. The legislation for this district is drafted and will be introduced to City Council in May.

The overmatch on this project is rare for a transit system of this magnitude. The critical and moving factor for the financial plan is the downtown commercial real estate community's support for the real estate tax to provide the 1/3rd local share. Local support for the financial package is found in the testimony submitted to the subcommittee by the Chicago Development Council, which represents over 55 percent of the office and retail development space in downtown Chicago. Further support is documented by the testimony submitted by the Metropolitan Planning Council, a private, non-profit civic group, under whose auspices the preliminary planning for this transit system was undertaken.

Similar testimony of support is available from the Chicago Central Area Committee, an organization of the CEO's of leading businesses, the Greater State Street Council and the Greater North Michigan Avenue Association, the two lead organizations representing retailers, the Building Owners and Managers Association who represent much of the older commercial building stock in the downtown, and the Chicago Association of Commerce and Industry, the largest of the businessmen associations. All of these organizations have actively participated in the Alternatives Analysis as well as earlier work. They also represent the owners and businesses who will be paying the local share of the new system, and they will be actively supporting the passage to the special tax this next month.

REQUEST FOR FY91

The next phase of the project will be engineering and design, which we expect to begin by the end of 1990. We are requesting $17 million in UMTA "Section 3 discretionary" funds for this work for FY91. This sum represents approximately 1/3 of the total cost for this phase. Currently estimated at $52 million. It is important these monies be in place in FY91 if the project is to maintain its expedited schedule.

The State of Illinois has already committed $20 million of funding for planning, design, and engineering of the system. The City of Chicago will raise its 1/3rd local share from a real estate tax to be created by a Special Service Area ordinance -- expected this May. Local funds will be available starting in the calendar year of 1991.

STATEMENT IN RESPONSE TO YOUR DIRECTIVE

In July, 1989, this Subcommittee in its Committee report directed UMTA to provide the City of Chicago one million dollars to conduct an Alternatives Analysis for the proposed Chicago downtown circulator. The Committee further stated that they expected the local authorities and UMTA to complete the Alternatives Analysis by April 30, 1990.

This mandate has been extremely useful to us in expediting the process. While we have not completed our Alternative Analysis, we have made substantial progress on an accelerated schedule in response to your directive. Your encouragement is assisting us in completing the Alternatives Analysis in an unprecedented time frame.

A complete consulting team was selected and functioning by the end of 1989, and the Urban Mass Transit Administration gave approval to start the Alternatives Analysis January 3, 1990. Since January, the City along with all of the cooperating agencies, in pursuit of meeting your report deadline, has developed one of the most efficient and shortest schedules for an Alternatives Analysis ever completed for a like size project.

Since January key milestone have met as a result of the substantial work that has been completed to date:

- Selection of priority corridors
- Selection of alternative technologies (bus, lightrail, ACT)
- Delineation of alignment options
- Specification of system alternatives (no build, bus, light rail, & bus/light rail combinations)

- Description of the affected environment for the DEIS.

These decisions were accomplished through a series of studies and products that are described in Appendix Two. All of this work has been done with regular review by the Urban Mass Transit Administration. We expect all the work to meet their guidelines.

To complete the Alternatives Analysis, the following documents are also scheduled:

Results Papers	
Environmental Analysis	June 1990
Socio/Economic Impact	June 1990
Operating/Capital Costs	June 1990
Financial Analysis	June 1990
Traffic Impact	June 1990
Transportation Impact	June 1990
Financing & Implementation Program Paper	June 1990
Draft Environmental Impact Statement	August 1990
UTMA Signoff	October 1990
Public Hearing	December 1990
Preferred Alternative Report	December 1990

We thank you for the opportunity to submit this testimony.

ATTACHMENT ONE

GROWTH OF CHICAGOS CENTRAL AREA

The City of Chicago's Central Business District has experienced unprecedented growth during the past twenty years. In the 1950's, the Central Area was one mile square and was referred to as the "Loop". This same area is now referred to as the "core" of the Central Area which has expanded to two miles wide by four miles long. In the last two decades more than $10 billion dollars has been invested in nearly 60 million square feet of development.

This growth is continuing. Five major projects that are under construction and scheduled for completion in 1990 will contain 3.9 million square feet. These five projects alone exceed the average annual construction rate of 2.6 million square feet that has characterized growth the last decade.

The growth has not been building for building sake or simply new buildings emptying out old. The annual vacancy rate has remained consistently below the national average. Currently it is at 12.1%, a slight increase in the last quarter, but it compares well to the national average of 16.7%.

The City of Chicago has succeeded in keeping its concentrated Central Area. The spread of Chicago's downtown is not sprawl. As described below, it comes from both the sheer size of the growth and the healthy diversification of land-uses within the Central Area.

Office Development

The growth rate has been driven predominantly by office growth. It is due in large part to the new and expanded role of Chicago's financial industries in the national and world markets. More than 35.2 million square feet of new office space opened in the Central Area between 1980 and 1990. This amount represents a 43% increase. The 'Loop' or core of the Central Area still represents the largest concentration. However, the office sector has expanded in all directions. The East Loop and Streeterville are growing particularly rapidly. Cityfront Center, for example, projects an addition 12 million square feet of office space during the 1990s. But growth is occurring both in the West Loop and South Loop areas as well.

The expansion of the central business district has allowed for an important mix of Class A, B, and C office space. The expansion into new areas has saved sound older structures from demolition. The structures remain conveniently located in all zones of the Central Area. About 20-25% of the growth in office space during the 1980s was renovated reuse. This type of development has allowed for office space with a wide rental range. Office space in the Central Area is currently marketed at $10.00 to $50.00 per square foot. A company wanting to locate its headquarters in a luxury building can also find convenient space for its back office operation in the lower price spaces. The 'Loop' itself still holds an estimated 50% of the Class B and C office stock.

The City continues to promote this type of diversity. It recently approved the well-publicized Mieglan/Bietler tower which is designed to provide highly individualized and prestigious space for small users. At the other end of the spectrum, it also is working with three developers in the South Loop area that are marketing buildings with extremely large floor plans for housing "back-office" or large, computerized operations. It is this variety of space which will allow for the continued expansion of current firms and the development of new firms within Chicago's downtown.

Residential Development

It has been a long-held policy of the City of Chicago to encourage residential growth in its downtown. It has viewed this residential community as the glue that binds together the office, retail, hotel and entertainment uses.

The fruit of that planning is now being realized. Our Central Area population is expected to grow from 74,000 in 1980 to 100,000 by completion of the 1990 census. We expect another 20 percent increase by the year 2010. The downtown residential housing stock grew 36 percent during the 1980's. By contrast, residential stock in the 1970s grew by only 2.5 percent.

Substantial growth has occurred in the established neighborhoods of Streeterville and Near North. But more important, the city has seen the emergence of new neighborhoods with sufficient mass for long-term growth. These include the River North, the West Loop and the South Loop neighborhoods. The Housing stock ranges from office and manufacturing space converted into loft units, rental apartments, condominiums and townhomes. We expect these new communities to continue to grow through the 1990s. Major additions of residential units in City Front Center and in Illinois Center are now under construction.

Here again, the city is seeing a diversification of building types. Downtown residential units of the past were small, catering to young professionals who would move to other neighborhoods of the suburbs when they started their families. New construction has tended to be larger units - 2, 3, and 4 bedrooms townhouses and even free standing homes in response to the market demand for long-term residency in the downtown.

Hotel Development

The hotel market has grown along with growth of the downtown, but it also has responded to Chicago convention business. New hotels, many from internationally recognized firms, have chosen the strong market in Chicago for new developments. In addition, major renovations of older, well known facilities have occurred. The $150M renovation of Hilton Towers Hotel on South Michigan Avenue is an example. Currently there are more than 21,000 hotel rooms available in the Central Area, with over 5,000 in the planning stage. Occupancy rates are at an enviable 65 percent range.

Much of this new construction and renovation is in response to the $312M expansion of the McCormick Convention Center in 1986. There is presently plans for another $500 million dollar expansion of facilities, plus a possible new multi-purpose domed stadium. This project will spur yet another growth in the hotel industry.

Retail Space

Chicago's Central Area has the largest concentration of retail space in the nation. Retail space is growing throughout the Central Area: retail malls of 700 & 900 North Michigan Avenue, North Pier Terminal in Streeterville, the new shopping mall at the Merchandise Mart in River North, and the addition of 450,000 square feet of retail space on State Street.

The success of the two major regional shopping areas, State Street and North Michigan Avenue, was recently documented with the City's pedestrian counts. State Street still maintains the highest total numbers of people during the week. North Michigan Avenue showing the highest peak periods - 33,000 persons on Saturdays and Sundays. The City expects to keep its major regional retail focused in these two corridors. But with the expanding populations of both residents and office workers, it also expects the continued growth of secondary retail markets. These markets will serve both residents, such as shops to serve the growing South Loop neighborhoods, and specialized shopping areas, such as the gallery district in the River North area and the well loop areas around the commuter stations.

Many additional figures could be presented on Chicago's Central Area: the growth in its tourist industry, the amount of investments that have been put into such major institutions as the Art Institute, the Shedd Aquarium and the Field Museum and their expected increases in visitors, the major expansion plans of its downtown colleges and universities such as the Kent School of Law, DePaul University, and Columbia College. All of them would reinforce the story already presented. Chicago's Central Area is diverse, healthy, and growing.

It is because of its success that the proposed additions to Chicago's Central Area transit system are so important. It is important to the residents of Chicago, but more important it is an economic system that important to the nation.

ATTACHMENT TWO

WORK TO DATE

Scoping Document and Public Hearing January 1990

This outlined the proposed scope of work, environmental issues and public involvement mechanisms.

Corridor Evaluation Work Paper February 1990

Identification of corridors which represent areas of concentrated trip making and prioritizing of these corridors based on landuse ridership estimates. Our priority corridors represent the highest demand, assuring maximum passenger revenue. These corridors will absorb many of the fixed costs, fleet of vehicles, maintenance facilities and startup costs, and they serve the highest density and assessed property value to provide a strong tax base for the system.

Discussion Papers February/March

Information on potential bus & rail alignments to be utilized in each of these corridors and series of criteria that are used to analyze each alignment.

Definition of Alternatives Report March 1990

This report represents primarily bus and rail alternatives for the priority corridors. Tables for each alternative system indicate speed, travel time and station location, train routing schedule, frequency of service, etc.

The completion of this report recommended the further analysis of six system alternatives the least of which is leave the existing system in place and alternative a full build light rail system. Their is also one additional bus system and three combination light rail/bus system recommended for further analysis.

Design Guidelines for Alternative Transit Technologies March 1990

This indicates physical layout and vehicle guidelines for the system.

Operations and Maintenance Plan Methodology April 1990

This report describes the methodologies to be used to develop operating plans and estimate operating and maintenance costs.

Environmental Impact Statement Methodology April 1990

This report outlines the approaches and procedures that will be used to estimate the impact on the human and natural environments of the various alternatives, in accordance with UMTA guidelines.

Alternative Plan Evaluation Methodology April 1990

This report presents approaches and measures which will be used to determine the effectiveness, cost effectiveness, financial feasibility, equity, and trade-offs of the various alternatives.

Ridership Modeling Methodology April 1990

This report indicates travel demand forecasting procedures used in this study and the assumptions underlying those procedures.

Draft Environmental Impact Statement April 1990

We have completed a draft of Chapter 1-3 of this document. This report summarizes the need for action, the alternatives that have been considered, costs, environmental impacts and consequences, transportation impacts, financial analysis, and the evaluation of alternatives. Final document to be submitted to Urban Mass Transportation Administration in early August 1990.

STATEMENT OF THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

CLEVELAND DUAL HUB CORRIDOR

ALTERNATIVES ANALYSIS PROJECT

INTRODUCTION

The Cleveland Dual Hub Corridor Project is an UMTA-funded "alternatives analysis" project. The Project has involved the analysis of several alternatives for improving public transportation in the heavily traveled Corridor between downtown Cleveland and the University Circle area on Cleveland's eastside. There are currently 160,000 jobs in this Corridor or one in five jobs in Greater Cleveland along with most of the major medical, educational and cultural institutions in the Greater Cleveland area. A significant amount of development is occurring in this Corridor. As a result, traffic congestion is increasing and the air pollution hot-spots in the Greater Cleveland area are located within this Corridor.

The Dual Hub Corridor Project is a joint effort of the City of Cleveland and the Greater Cleveland Regional Transit Authority (GCRTA). The Project has examined the possibility of relocating GCRTA's existing heavy and light rail lines into the Dual Hub Corridor. In the Dual Hub Project, we are looking at a series of alternatives which involve relocating our heavy and light rail lines to this corridor. These lines were built 30 to 40 years ago and are located in an area which has experienced a significant loss of jobs and residential population over the past 20 years. As a result, ridership on these rail lines has been declining and efficiency has suffered accordingly. The Dual Hub Corridor Project represents an opportunity to relocate these rail lines to where the people are thereby helping to better serve growing travel demands and improve ridership and cost efficiency.

TRANSPORTATION BACKGROUND

The Dual Hub Corridor Project is of critical importance to the Greater Cleveland Regional Transit Authority. The Dual Hub Corridor Project could become the backbone of a future transit system whereby buses and other rail transit or commuter rail improvements would feed the core of the system serving the two major employment hubs of Greater Cleveland.

Although both bus and rail service is available in the Corridor between Downtown Cleveland and University Circle, 95 percent of the 130,000 people using public transportation routes in the Dual Hub Corridor ride buses. Our existing heavy and light rail lines are located in a railroad right-of-way far south of major points of interest along Euclid avenue and provide only limited access to Downtown Cleveland because our only downtown station, Tower City, is at the southwestern edge of the central business district. The two stations in the University Circle area are also distant from major employers and other major activity centers along Euclid Avenue. For example, Cleveland State University with 20,000 students and the Cleveland Clinic with 6,000 employees are only accessible via the bus system.

To address the inadequacies of our existing rail services, the GCRTA uses buses extensively to distribute people through Downtown Cleveland and to meet the heavy travel demand throughout the Dual Hub Corridor, even though they are less efficient in carrying high volumes of riders and add to traffic congestion in the Corridor. On an average day over 54,000 people use Euclid Avenue and Carnegie Avenue bus routes which pass through University Circle on the way to Downtown Cleveland from the eastern suburbs. At the same time only 6,000 use the heavy rail service on the east side each day while 16,700 people use our light rail lines.

ECONOMIC DEVELOPMENT BACKGROUND

Today, the Cleveland area is undergoing a renaissance. Back-to-back recessions in the early 1980's decimated Cleveland's manufacturing sector, but the local economy has been restructured and today is growing. Employment is at an all time high. Although residents continue to leave the inner city, it is occurring at a trickle today compared to the floods of outmigration in the 1970's and 1980's.

Much of Cleveland's renaissance is occurring in the Dual Hub Corridor. The corridor has always been Greater Cleveland's most important employment center. Today, the corridor's businesses and institutions provide 160,000 jobs; 110,000 of them concentrated in Downtown Cleveland and 35,000 found in the educational, medical and cultural institutions of University Circle. Before the year 2000 another 40,000 permanent jobs are expected to be created in the corridor to fill more than 1.3 billion dollars of new construction now underway. More than 3 million square feet of office spare is rising, Tower City Center, with its newly renovated rail station, has opened and is providing world class shopping in the heart of Downtown, the campuses of both Cleveland State University and Case Western Reserve are expanding their academic facilities, and the Cleveland Clinic and University Hospitals are continuing to develop state of the art medical facilities.

The Dual Hub Corridor also passes through some of Cleveland's oldest and poorest neighborhoods. Many of the 83,000 residents of these neighborhoods are living below the poverty level and depend on public transportation to get to work, to school, to shop. Currently these residents face infrequent service and time consuming transfers in using RTA's bus and rail system, forcing many to use their limited resources to purchase cars. The Dual Hub project will improve the core of the public transportation system in Cleveland, allow buses to be rerouted to better serve the neighborhoods, and provide inner city residents with greater access to the entire region.

ENVIRONMENTAL BACKGROUND

Although the neighborhoods in the Dual Hub Corridor are poor, new development is occurring in them. When combined with the economic development proposed for Downtown and University Circle, the Dual Hub Corridor becomes the key to the continuing revitalization of Cleveland. However, continued growth can occur only if increasing traffic congestion can be addressed through improved public transportation. Today, most people reach their jobs in the Dual Hub Corridor using buses and automobiles, the exhausts from which have created the worst of Cleveland's air quality hot spots. As a result of these hot spots in the corridor, Cuyahoga County in its entirety has been identified by EPA as being in nonconformance with federal clean air standards and vehicle owners are required to undergo annual emissions inspections. Given the number of people who enter the Dual Hub Corridor each day, rail service would provide the most effective means of reducing traffic congestion and improving air quality in Cleveland.

PROJECT STATUS

The alternatives analysis phase of the Project is now nearing completion. A Draft Environmental Impact Statement is now under final review by UMTA and should be released within the next few months. A local decision on a preferred alternative for engineering study should be made by later this Summer.

Congress appropriated $2 million in the FY 1990 Department of Transportation Budget under the Section 3 "New Start" category to help fund preliminary engineering of a preferred alternative for the Dual Hub Corridor Project. An additional $6 million (for a total of $8 million) is needed from the Federal government to fund preliminary engineering studies.

FINANCING

Cleveland's existing rail lines were built with local money. The GCRTA has received Federal financial assistance to modernize portions of its rail network which are not involved directly in the Dual Hub Corridor Project.

In recognition of Congress' efforts to deal with the Federal budget deficit, planning for the Dual Hub Corridor Project has assumed only a 50% Federal contribution to financing the construction of a major transit investment in the Corridor. The remaining 50% local share would be financed by the GCRTA with contributions from the City of Cleveland, the State of Ohio and both private and public interests in the Dual Hub Corridor who would benefit from a major transit investment.

It should be noted that the GCRTA has a 1% sales tax dedicated to public transportation. This sales tax can be used for both operations and capital improvements without restrictions and is a perpetual tax without a "sunset" provision. In 1990, the 1% sales tax is expected to generate over $100 million for GCRTA.

CURRENT REQUEST

The City of Cleveland and the GCRTA are asking that the Cleveland Dual Hub Corridor Project be retained on the UMTA Section 3 "New Start" list and that an additional $6 million be appropriated in Federal FY 1991 to help fund preliminary engineering of a preferred alternative. An additional $6 million in Federal FY 1991 would be added to the $2 million from FY 1990 to provide Federal funds for engineering studies.

May 10, 1990

STATEMENT OF THE COMMUNITY TRANSPORTATION ASSOCIATION OF AMERICA

The Community Transportation Association of America (CTAA) represents rural, small urban and specialized transportation providers and their riders. We have a membership of more than 400 agencies in 47 states. In addition to publishing the monthly Community Transportation Reporter magazine, we operate a national technical assistance and training information clearinghouse as part of the Rural Transit Assistance Program (RTAP). We appreciate this opportunity to present our views and recommendations regarding next year's funding levels for the Urban Mass Transportation Administration programs which are vital to our members and their operations.

Those operations are meeting needs that are much more pressing than many people realize. The profile we have recently developed on the Section 18 rural public transportation program illustrates the point. Based on a nationwide sample of almost 200 systems, we found that 62 percent of Section 18 riders are women. This means that women ride at a rate 22 percent higher than their presence in the population. Even more dramatic are the figures on the elderly. Nearly 40 percent of all Section 18 riders are elderly people. In the South, it is nearly half. This means that the elderly ride rural transit about 2.5 times as often as would be expected on the basis of their numbers alone. These statistics are clear confirmation of what we have long argued: That the core ridership of community transportation is truly the transit dependent, people who have no other alternatives for mobility.

A Crisis in Public Transit

Our association is undertaking a major national campaign to highlight the importance of mobility to a full and independent life and to urge that our society commit itself to achieving that mobility for all Americans. In our view, an essential first step is to restore and re-focus federal assistance to public transportation. The past decade has seen a major erosion in the level of public investment in transit and we are paying a heavy price in terms of productivity, economic competitiveness, environmental quality and a decent life for our people. The downward trend in transit support needs to be reversed.

But our transit investment also needs to be re-focused and priority given to the unmet needs of the transit dependent. Census statistics suggest that as many as 84 million Americans, or more than one-third of the population, have at best very limited access to a private automobile and are therefore largely dependent on public resources for the mobility which is so central to our economic health and their personal quality of life.

Half of Rural America Remains Unserved

It needs to be stressed that fully one-third of the transit dependent live outside of urbanized areas. But current policies allocate only about 5 percent of federal transit investment to rural America. One result is that the Section 18 program doesn't even exist in about half of its assigned service area. Data collected from the states reveal that 40 percent of the nation's nonmetropolitan counties have no Sec. 18 service at all, while in many of those that do, the service is limited in time and/or to only a portion of the county.

Small Urban Areas Suffer Too

We estimate that only about 15 percent of the trip needs of the transit dependent is currently being served in the small urbanized areas (those under 200,000 population). And we know that nearly a third of those small urbanized areas are like 40 percent of the rural counties in having no federally-assisted public transportation. Moreover, this year's census is expected to identify some sixty new urbanized areas and only about half of them currently have public transportation service. Finally, for both rural areas and small towns, the decline that has occurred and is continuing to occur in intercity bus service is adding still further to the isolation of many Americans.

To respond to this imbalance, CTAA has undertaken a major campaign to secure a renewed national commitment to full mobility for all Americans and we are working for major program restructuring as an element in next year's reauthorization of the Urban Mass Transportation Act. Among other things, that effort will seek to double the share of federal transit assistance going to rural areas and urbanized areas of less than 200,000 population.

An Immediate Response to the Crisis

Meanwhile, community transportation operators face a continuing funding squeeze which threatens their very existence. We urge this Committee to respond now to end the pattern of disinvestment in community transportation. CTAA has recommendations in six specific program areas.

Section 18

A particular concern is the situation for rural public transportation. The Section 18 program of assistance for rural public transportation was funded at $85 million in Fiscal Year 1980. Had funding merely kept up with inflation in the decade since, this year's level of funding would have to be $132 million. Instead, it is less than half that amount.

Despite that fact, the network of Section 18 providers has grown -- by nearly one-fourth in the last five years. It has been able to do so because of the combination of an initial backlog of funds, which is now gone, and transfers into Section 18 of unused funds from the Section 9 program. Those transfers averaged more than $20 million a year between FY'85 and FY'88 -- and Texas was one of the state making major use of this authority. Last year, transfers were cut in half. It is likely that there will be no transfer funds available to Section 18 this year since the Section 9 programs have little available funds for these purposes.

Capital Crisis

Concurrent with this sharp reduction in support, the Section 18 program faces a crisis in terms of capital needs. With a fleet of 10,100 vehicles, 60 percent of them small vehicles with a useful life of 5-to-7 years, the program needs to replace at least 1,800 vehicles a year. UMTA statistics show that Sec. 18 is meeting less than a third of that need. Increasingly, rural systems are forced to operate with overage vehicles which means they face higher costs, lower reliability and less safety.

Given all these strains on the program, CTAA urges FY'91 funding of Section 18 at the $200 million level. This would not only restore the program to the level at which it was operating in the last half of the 1980's but would allow it to begin to adreess some of the needs of areas currently nmot served at all.

Small Urbanized Areas

As the Committee knows, one of the results of declining funding for urbanized areas of less than 200,000 is that their individual allocations are often insufficient to meet their operating assistance mark much less cover all capital needs. And, as noted earlier, one-third of the nation's small urbanized areas do not currently have a public transit system. With the passage of the Americans with Disabilities Act (ADA) likely in the weeks ahead, a major new factor will come into the picture, adding further to the fiscal strain of transit.

In response to these pressures, CTAA recommends that Section 9(a)(1) also be funded at $200 million, which is basically its full authorized level.

Ear-Mark of Section 3 Bus Program

Discretionary capital assistance under Section 3 has traditionally been a resource difficult for rural and small urban areas to access. Aside from the emphasis on rail projects, the program has generally given preference to larger applications and has discouraged use of the funds for fleet replacement purposes. In CTAA's view, the combination of the capital crisis which faces both rural and small urban programs and the fact that new federal mandates in the fields of accessibility and clear air are about to be added to the picture means that those traditional priorities need to be reassessed. At recent appropriations hearings on the Senate side, the Administrator reported that only about 4 percent of Section 3 funds go into rural areas. In order to change that pattern, we recommend that a minimum of $50 million in Section 3 funds be earmarked for use in small urbanized and rural areas. This would be a modest step toward greater equity in a program which is paid for, after all, by motorists in rural as well as urban areas.

Other Important Programs

Rural Transit Assistance Program (RTAP)

The Rural Transit Assistance Program, an initiative of*this committee, has proved to be an outstanding success, as evidenced by the fact that this year, for the first time, the President's budget recommendations call for its continuation at the current level. As you know, 85 percent of these funds go directly to the states as a highly flexible resource for training and technical support. Both state program managers and local operators are uniformly enthusiastic about RTAP and its value to them. In order to keep pace with rising costs and increasing needs, CTAA recommends an increase in RTAP funding to $7.5 million in FY'91.

Section 16(b)(2) Program

Funding for the Section 16(b)(2) program of capital assistance to elderly and handicapped transportation has been stuck at the $35 million level for the past several years. State program managers have made it clear that this level is not adequate to meet the existing need. For example, the active 16(b)(2) fleet currently includes at least 9,500 vehicles and UMTA staff estimate the yearly replacement need for that fleet at around 2,000 vehicles. At the current cost of vans, the federal share necessary to meet that target would be $55 million and that is the level recommended by CTAA for FY'91.

Section 4(i) Innovative Techniques

Sec. 4(i) has not been funded in recent years but enactment of the Americans with Disabilities Act (ADA) will mean a critical need for funds to identify and disseminate new technologies and practices in accessible transportation. For that reason, CTAA recommends that $5 million in funds be specifically earmarked for Sec. 4(i) use in the area of accessible transportation.

In conclusion, CTAA is very conscious of the fact that this committee has been community transportation's "best friend" on Capitol Hill. We would not want the fact that we are urging you to help us yet again -- and more -- to overshadow our gratitude for all that you have done in the past.

DADE COUNTY TRANSPORTATION COMMITTEE

STATEMENT OF CHARLES DUSSEAU, COUNTY COMMISSIONER

Mr. Chairman, Honorable Members of the Subcommittee:

I submit this testimony to you for inclusion in the Subcommittee Hearing Record, as a Commissioner of Metropolitan Dade County and Chairman of the County's Transportation Committee. I also serve as Chairman of the Tri-County Commuter Rail Authority.

I thank you for this opportunity to share with you details of the budgetary concerns of Metro-Dade County as well as future mass transit plans and programs.

The Administration's budget proposal negatively impacts public transit in Dade County. We are extremely concerned with the proposed elimination of all operating assistance to transit properties in areas of more than one million people. Elimination of operating support would reduce our funding by some $8.5 million annually. The remaining Federal appropriations earmarked for the Metromover extensions is also of great importance to us, as is the need for consideration of increased Federal funding, rather than its elimination. An additional concern is the use of Trust Funds to balance the Budget.

Metro-Dade Transit's ridership continues to grow. March 1990 rail ridership increased to nearly 50,000 per day. In comparison, in the last Section 15 Annual Report, the nation's eight single-line rail systems had an average weekday ridership of 23,700. During the same period, Dade's 21.1 mile single-line Metrorail system reported an average weekday ridership of 42,700. Only Baltimore reported higher ridership than Dade.

Ridership is up on all transit modes in Dade County. Rail ridership increased 17% in 1989 from FY 1988. During the same period, Dade's People Mover boardings were up 5%, special transit services for the handicapped were up 24%, and Bus ridership increased 11%.

It has required years to build public confidence in Dade's transit system. As we continue to expand our market share by improving the quality and effectiveness of our services, the public is responding with increased patronage. But public confidence in transit cannot be built in a day, a week, or even a year. It must be earned, and then maintained over time.

If Federal investment in our transportation program continues, it will pay off in dividends of increased transit use, cleaner air, and reduced infrastructure costs for highways. However, if government funding is cut still further, the progress we have gained in recent years building market share and constituency will be reduced. We cannot afford to be inconsistent in our support for public transit. Even minor reductions in Federal funding, which translate into service reductions or fare increases, would subject many transit systems to a cyclical decline in ridership -- a huge step backward.

In past years, the Federal government actively supported local transit programs. Supporting transit is consistent with Federal policies of maintaining urban mobility and reducing strain on the environment. The largest cause of air pollution is the automobile. Transit is the most direct way to reduce our dependency on the automobile. So what has happened?

In recent years, the Administration continues to propose to transfer the burden of fulfilling the public's transportation needs to state and local governments. When Transportation Secretary Skinner announced his goal of developing a National Transportation Policy and requested input from communities across the nation, supporters of transit were encouraged.

However, when President Bush recently unveiled the National Transportation Policy, solutions to our transportation problems were not evident. The policy identified transportation problems then suggested passing the problems along to state and local governments. A policy that does not guide us toward a long-term solution is not a policy, but a budget strategy.

What local government has any excess revenue in the '90s to meet the growing demand for transportation or other vital services? And now the Federal government is looking to the private sector to come forward and fill the tremendous gap in services. This is not the solution.

It is apparent that the present administration will continue its efforts to pass the buck to local governments. The Federal government has proposed and partially achieved a program of transit funding cuts each year during the past nine years, and this budgetary position continues. Higher levels of government are telling lower levels of governments to raise taxes to support the policies of the higher levels.

And now we are being asked to take one more giant step backward. The Administration's proposed budget would cut Federal Section 9 funding nearly 25% (which includes all operating assistance for systems serving over one million people). Dade County would lose approximately $8.5 million in operating subsidies this fiscal year. This would represent a 5.4% reduction in our operating budget. Over three million miles of bus service, or eight million passenger trips annually, would be lost.

Just when progress is being realized at the local level, the Federal government pulls the plug--and this is happening at a time when transit is vital to managing Dade's growing traffic congestion and pollution problems. We require increased operating subsidies to further the growth momentum that we have achieved to date.

Of the 50 states, Florida's population growth rate ranks third. Every day millions of people travel South Florida roadways in automobiles. Some four million people reside in Dade, Broward and Palm Beach counties. The three South Florida counties have a population greater than 30 states.

Dade County alone has a population greater than 17 states -- and it is increasing each day.

More than 600 people move to Dade County every week. There is no longer a time during the day when traffic congestion is not a problem. More than 35% of our principal and minor arterial highways are critically congested. Since 1960, car registrations in Dade County have more than doubled, growing four times faster than the population.

Our traffic gridlock approaches a crisis situation, but we're not sitting on our hands here in Dade County. Instead, we're taking the necessary steps to build and maintain our transit program.

Our draft twenty-year transportation plan identifies over 58 miles of fixed guideway corridors that we believe would qualify under the Federal government's own cost effectiveness index.

A far-sighted and practical transit improvement program will be presented to the voters of Dade County on November 6th in a one-cent sales tax election which could provide a stable source of funding for public transportation. If the penny sales tax is approved, bus service would be expanded by 20 percent in the first three years, with a gradual expansion through the remainder of the period. The fixed guideway system would also be extended over the next 30 years.

We understand the limits of the Administration budget and the constraints inherent in its application. But we must have the Federal government as our transit partner. Not necessarily at 75 to 80 percent of construction cost, but a strong equal partner providing an equal match to state and local funding. Dade County needs $50 million in Federal transit funding every year. This is $30 million less per year than we have received over the last decade. Florida currently contributes about $70 million each year into the Transit Trust Fund. Possibly more could be contributed if the Federal Government were willing to resume its role as a partner in developing public transportation projects.

Construction has begun on extensions to Metromover, our downtown people mover system. This modern 1.9-mile automated guideway system has become an indispensable means of transportation for workers, shoppers and visitors in downtown Miami, bringing new accessibility to the city's central core.

The new mover "legs" will more than double system length--to four miles--and extend mover service to the fast-growing Omni and Brickell areas. The final design for both mover legs is now heading into the "60% completion" phase, and we are on schedule for a 1994 opening.

The President has recommended that, in fiscal year 1991, Dade County receive all remaining appropriations earmarked for the Metromover extensions. The two-year allocation of the remaining $23 million in Federal funds, as stipulated in the original proposal, is acceptable and consistent with the matching funding schedule agreed upon by the State of Florida.

Let me recap these important points:

> More and more people in Dade County are using transit. In fact, a third of Dade County households have at least one transit rider. Increased transit use is vital to Dade resolving its complex traffic and pollution problems.
>
> Building transit market share is a gradual process requiring stable investments in Federal, state and local funding. Inconsistencies in funding support reap havoc on transit programs, causing ridership declines which are virtually impossible to recapture.
>
> Dade County is ready to address its long-range transportation needs with a twenty-year plan. But the cost-feasible portion indicates that with current resources, we can build 84% of our highway needs and 0% of our transit needs. Elimination of all operating subsidies to transit would be catastrophic.
>
> We're ready to commit our fair share. In November, 1990, a one-cent transit sales tax, which would provide dedicated funding for existing and future transit projects, will be presented to the voters of Dade County.
>
> We require the present level of operating assistance to continue our upward progress in achieving our goal of satisfying the transportation needs of the public.
>
> The remaining federal funding appropriations for the Metromover extensions must be earmarked for availability in 1991 and 1992.
>
> The Administration should no longer use Trust Funds to balance the Budget. Put Trust back into the Trust Funds and let the funds be utilized as originally intended.

We want to express our grateful appreciation for the understanding and assistance that you have extended to us in the past. We hope that you will continue to do so in the future.

Thank you on behalf of Metro-Dade County.

DALLAS AREA RAPID TRANSIT

STATEMENT OF MARVIN M. LANE, JR.

INTRODUCTION

Senator Lautenberg and members of the Transportation Subcommittee, the authority's FY 1991 Section 3 discretionary funding request is for $30 million.

Federal funds are being sought for the South Oak Cliff segment of the Light Rail System. The segment meets or exceeds UMTA's cost effectiveness criteria. A local overmatch commitment (80% DART, 20% Federal) was made as a demonstration of local responsibility and is consistent with the Bush Administration's National Transportation Policy. DART was granted one of the first expedited AA/DEIS Process because of its dedicated local funding source, commitment and utilization of public/private partnerships, and its local overmatch commitment.

DART enjoys a strong working relationship with UMTA and its regional office, as well as with Administrator Brian Clymer. Mr. Clymer has always been candid and professional in his dealings with DART. DART has benefited from the special treatment received under Secretary Skinner's Section 3 Overmatch Initiative. DART has acted under good faith and maintained the integrity of Section 106 of the Historic PreservationAct, the National Enviromental Policy Act and of Section 3(i) of the Urban Mass Transportation Act, under which the AA/DEIS process is performed.

BACKGROUND

Before describing the technical aspects of the funding proposal, I would like to take a short time to discuss the evolution of DART and the new Transit System Plan.

DART has a one-cent sales tax as a dedicated funding source. DART is not dependent on federal funding for operating assistance, and will not be for the rail operations in the future. The DART Service Area covers 700 square miles, with a population of 1.7 million and an employment base of 1.3 million. In June of 1988, 60% of voters soundly rejected the use of long-term debt to finance a 93 mile light rail system.

In response to the election defeat, the DART Board of Directors shifted the agency's course. An extensive, independent citizen survey was conducted by the North Central Texas Council of Governments for DART to determine attitudes about regional transit. DART has coordinated a far reaching community outreach program and during the last year over 100 community meetings were held. We identified early action projects to be completed in less than two years.

The product of this public involvement, as well as technical studies, was the development of a new long-range, pay-as-you-go Transit System Plan. The DART Board formally adopted the Plan after intense study by the Board and staff and after extensive public hearings were conducted. The previously adopted service plan had a cost per new rider of $33 and a cost per total rider of $5.40. The new Plan has a cost per new rider of $12 and a cost per total rider of $3.00. The South Oak Cliff Segment, for which federal funds are sought, meet or exceed UMTA's cost effectiveness criteria.

Since formal adoption of the plan by the Board in June, 1989, the plan has achieved a high degree of support. Local citizen support is evidenced by the 65% or greater voter approval in 8 suburban elections to remain in DART and by two other cities cancelling withdraw elections. The 12 city councils that have taken action, have adopted resolutions of support for the plan. Business and Civic organizations, including the Metroplex Mayor's Association, have adopted formal resolutions of support as well.

Most recently, a Master Interlocal Agreement between the City of Dallas and DART was formally adopted by the Dallas City Council by a 9 to 2 vote and by the DART Board of Directors by a 23 to 2 vote. The agreement establishes the general provisions under which construction of the light rail system can commence in the City of Dallas.

DESCRIPTION OF TRANSIT SYSTEM PLAN

The multi-modal transit plan consists of a regional bus system, Suburban Mobility and ParaTransit Van Service, High Occupancy Vehicle lanes, commuter rail and light rail transit. DART's bus system is being configured so that it will support the light rail system. We are currently planning to reorient bus routes to feed ridership onto the rail system, rather than have competing trips into the Dallas Central Business District. In addition, we are examining how we can augment our crosstown bus service and neighborhood collector routes, again, focused on how bus passengers can feed into the light rail system. Light rail service is only introduced into areas in whch it is more cost effective then bus service.

The total cost of the system over 20 years is $2.4 billion. The financial plan calls for an 80% DART and 20% federal funding mix. The fixed guideway system contains: 66 miles of light rail transit; 37 miles of HOV; and 18 miles of commuter rail service

DESCRIPTION OF STARTER SYSTEM

The proposed Starter System's light rail transit lines extend from Park Lane in the North Central Corridor through the Dallas Central Business District to Westmoreland in the West Oak Cliff Corridor and to Ledbetter Drive in the South Oak Cliff Corridor. The Starter System also includes the complete commuter rail line in the RAILTRAN right-of-way from the Dallas CBD to D/FW Airport, and the interim HOV lanes proposed in the Intermediate Action Program: a movable-barrier contra-flow lane along I-30 (East R. L. Thornton Freeway); and concurrent-flow diamond lanes on I-635 (LBJ Freeway) and I-35E (Stemmons Freeway).

The first segments of the starter light rail system are to be in revenue service by 1995, with the complete starter light rail system, a 20 mile segment, in operation by 1996. The RAILTRAN commuter rail project's first segment to the South Irving Transit Center is to be in operation in 1991, with the completed project to D/FW Airport in revenue service by 1996. The first interim HOV facility is scheduled to be in operation by 1991 along East R. L. Thornton Freeway, a joint project between DART and the State Department of Highways and Public Transportation.

CURRENT BUDGET

The DART Board unanimously adopted the FY 1990 Budget: Operating and Charter $119 million: Capital Projects $106.6 million. Actual revenues are above budget estimates and operating expenses are under budget estimates.

Board policy is that the percentage of operating costs funded by sales tax revenues will not exceed 50%. DART's financial stability is evidenced by an unrestricted fund balance of over $280 million. DART does not now, and does not contemplate, using Federal funds for operating asistance. DART does, however, recognize the importance of such funding to many properties across the country.

CURRENT OPERATIONS

DART's bus fleet consists of 883 vehicles, which operated 1.8 million bus revenue miles in February 1990 and carried an average of 158,000 weekday riders. Total passenger trips are trending upwards, with January and February 1990 monthly totals showing an 8.6% increase over the same period in 1989. A sound ridership base, who's future transit needs will be served by light rail is developing.

Suburban express and suburban local ridership is up 4.4% and 2.5%. Our Suburban mobility Service is operated by the private sector and has been recognized nationally as a modal service for its cost effectiveness and innovation in meeting the unique transit needs in activity centers located outside the Central Business District.

The DARTAbout Program, developed in response to the unique suburban transit needs in which standard buses were replaced with 12 passenger vans, is one year old. The program is continuing to establish itself with ridership increasing steadily during its first year of operations. Contracts awarded to the private sector to operate transit services totals $28.5 million, representing 24.6% of the operating budget.

READY TO BUILD

DART could be in final design, complete most right-of-way acquisitions, and commence construction on a locally funded segment of the Starter System by October 12, 1990. Pending approval of the final Environmental Impact Statement, DART has scheduled commencement of construction on the South Oak Cliff Line. We will obligate the requested appropriation in FY 1991.

Administrative and managerial costs as a percentage of operating costs continue to decrease. DART has gathered a group of top notch professionals in the field of transit to design and build the system. DART has also hired a project management team which has developed a computerized project monitoring system to ensure the project is constructed on time and within budget.

We have achieved a level of political stability. We maintain strong financial management standards. We respect those concerned citizens with differing opinions and have maintained an open dialogue with all interested parties to ensure that decisions are made based on the most current and accurate information. The Board of Directors recently adopted a comprehensive mitigation policy to ensure the channels of participation are always open.

FY 1991 FUNDING REQUEST

This section provides a brief summary of the status of the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) and describes the proposed program of projects for a New Start appropriation in the FY 1991 UMTA budget.

SOUTH OAK CLIFF ALTERNATIVES ANALYSIS/DRAFT ENVIRONMENTAL IMPACT STATEMENT

Background and Status

In November 1988, UMTA approved the initiation of an Alternatives Analysis/Draft Environmental Impact Statement for the South Oak Cliff Corridor including the Dallas CBD, as depicted in Figure 1. At that time, DART had also just begun developing a new Transit System Plan. Work on the AA/DEIS was delayed until the new System Plan was completed. In April 1989, Secretary of Transportation Skinner announced his new Section 3 Overmatch Initiative. The initiative gave preferential and expeditious treatment to AA/DEIS projects in which the sponsor was willing to substantially overmatch Federal funds. In June 1989, the DART Board of Directors approved the new Transit System Plan and associated Financial Plan which stipulated that only 20% ($125 million) of the total Starter System cost of $625 million would come from Federal funds (1990 dollars).

On July 26, 1989, DART requested UMTA approval of a new proposal to expedite the South Oak Cliff AA/DEIS based on the DART overmatch initiative. On September 15, 1989, Deputy UMTA Administrator Mross, approved the DART request to receive expedited treatment of DART's AA/DEIS. DART's plan to provide 80% of the Starter System cost is the highest local contribution percentage of any agency approved by UMTA to participate in the Section 3 Overmatch Initiative.

The UMTA staff has done a excellent job of reviewing the reports submitted by DART within the two-week, agreed-upon review period. This has permitted the expedited process to remain on schedule.

The draft AA/DEIS document was recently completed and it has been transmitted to UMTA for review. The document will be circulated to the community for public meetings and hearings during May and June. The DEIS and Locally Preferred Alternative will be submitted to UMTA by July 1990.

PROPOSED PROJECT FOR FY 1991 EARMARK OF SECTION 3 FUNDS

DART is proposing Section 3 discretionary funding in FY 1991 for two projects along the South Oak Cliff Corridor. These projects are: 1) the acquisition of right-of-way and 2) construction of the Trinity River bridge.

The two final AA/DEIS alignments from the South Oak Cliff Line to the CBD of Dallas have been approved by both the DART Board of Directors and UMTA. The alignments will require a substantial investment in right-of-way. The System Plan alignment utilizes the Santa Fe Railroad right-of-way (from the crossing of Moore Street on the Oak Cliff portion of the South Oak Cliff Corridor to the vicinity of I-30) and land for a maintenance facility and lead track. The estimated cost to acquire this property is $20 million. This figure is based on previous costs for railroad right-of-way and facility recently purchased.

In order to gain access to downtown Dallas, a Trinity River crossing is required. The System Plan alignment recommends, and the AA/DEIS is evaluating, the construction of a bridge across the Trinity River. The bridge has been the subject of a number of DART design and engineering studies associated with the 1986 Service Plan. Based on these studies, it is estimated that the bridge will cost $20 million.

The alternative alignment to that of the System Plan is the Jefferson Blvd. Viaduct. This alignment begins at the Santa Fe Railroad at Moore and travels northwest, crossing Interstate 35E and connecting with the existing Jefferson Blvd. Viaduct and then connecting to the selected CBD alignment near Union Station. The cost of both the right-of-way, required modifications to the existing Jefferson Blvd. Viaduct, and aerial structures over I-35E is estimated to be $40 million. Funds are included for the acquisition of one of the maintenance facility sites included in the AA/DEIS.

The following table summarizes the FY 1991 UMTA Section 3 Discretionary Funding Program request and the Seven Year Starter System (FY 1991 - 1997) cost schedule.

LIGHT RAIL STARTER SYSTEM FINANCIAL PROPOSAL (In 1990 Dollars)

FY 1991 Program

	Total	UMTA	DART	% UMTA
Right-of-way for S. Oak Cliff Line	$20	$15	$5	75%
Construction for S. Oak Cliff Line	$20	$15	$5	75%
Total for S. Oak Cliff Line	$40	$30	$10	75%

FY 1991 - 1997 Starter System *

South Oak Cliff/CBD Line	$250	$125	$125	50%
West Oak Cliff Line	$100	$0	$100	0%
North Central Line	$275	$0	$275	0%
Total for 20 Mile Starter System	$625	$125	$500	20%

* Includes FY 1991 amounts from above.

The $125 million represents a 20% Federal share of the total Starter System cost of $625 million. DART will provide the remaining $500 million local share.

Scheduling of the Proposed Projects

In addition to the AA/DEIS timetable, Figure 2 is the Preliminary Master Schedule for Transit Starter System. Included under "ROW" is the schedule for acquisition of right-of-way. The schedule for the Oak Cliff-2 (OC-2) section includes the Trinity River Bridge. Award of a construction contract for the bridge will be in July 1991.

CONCLUSION

In summary, our request is for $30 million in FY 1991 Section 3 discretionary "new start" program funds. The funds will be utilized for construction and right-of-way associated with the 6.8 mile South Oak Cliff segment. The segment meets or exceeds all UMTA cost effectiveness criteria.

The South Oak Cliff segment is a component of the new Transit System Plan that was developed through extensive pubic involvement. Local support and political consensus have been clearly exhibited. Throughout the final design and construction phase, opportunities for continued public input will be available.

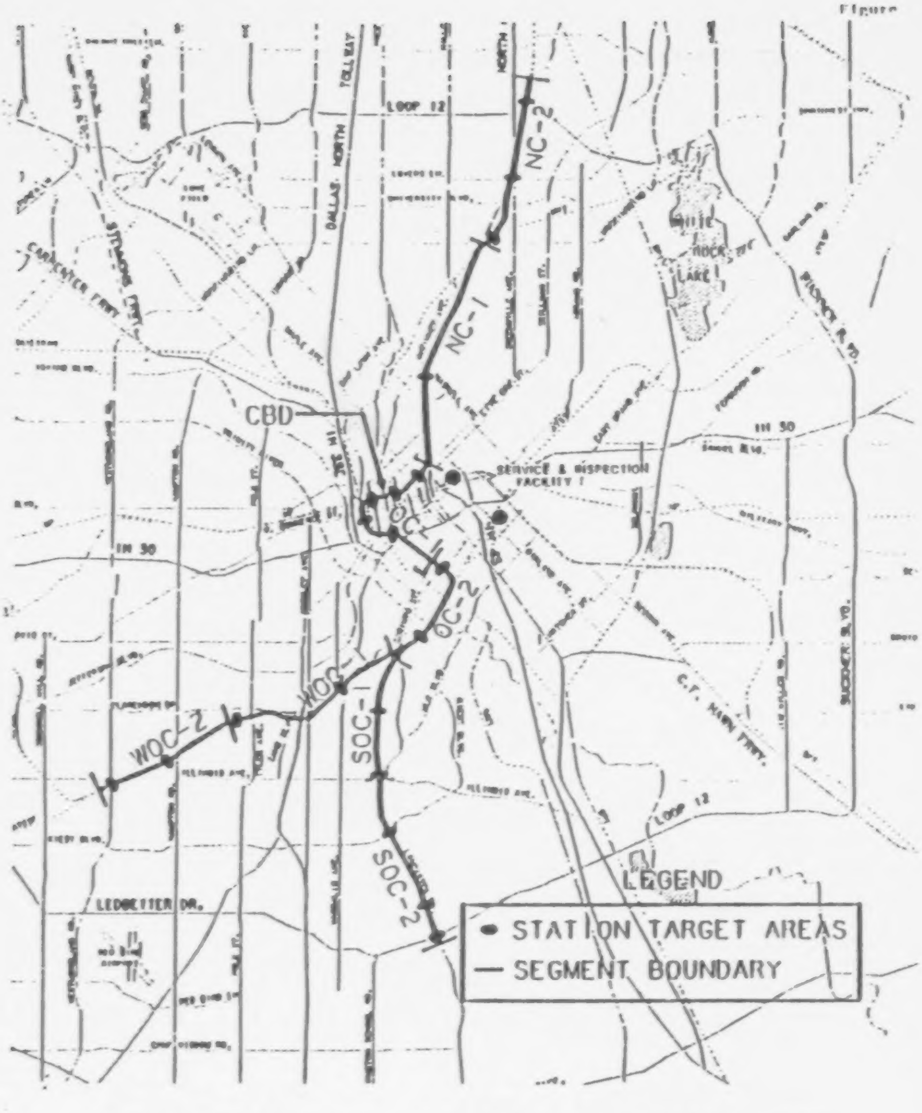
As a further demonstration of local responsibility, DART has commited under good faith to Secretary Samuel Skinner's Local Overmatch Initiative Program. DART will fund 80% of the total system cost with local sources, and will seek a maximum of 20% from the Federal government.

As one of the first to be granted the process, DART is in the final stages of completing the expedited Alternatives Analysis/Draft Environmental Impact Statement process for the South Oak Cliff segment.

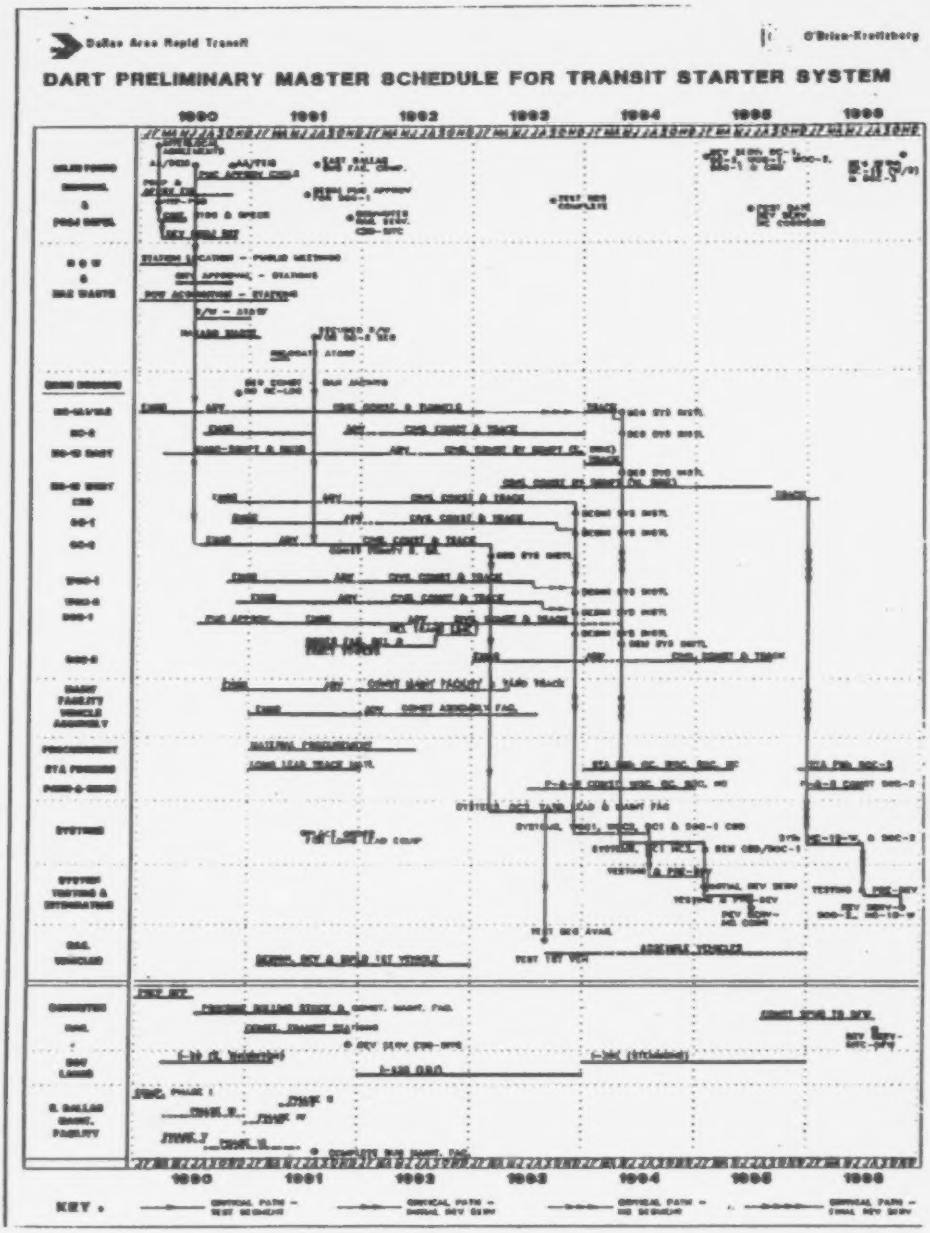
DART's mission is to create a transportation system that, within the DART Service Area, provides mobility, improves the quality of life, and stimulates economic development through implementation of the DART Service Plan. We need your assistance and support to accomplish this mission.

Thank you for the opportunity to submit formal testimony on our FY 1991 funding request.

Figure


LOOP 12
DALLAS NORTH TOLLWAY
NC-2
NC-1
WHITE ROCK LAKE
CBD
SERVICE & INSPECTION FACILITY
IH 30
C-1
OC-1
OC-2
WOC-1
WOC-2
SOC-1
SOC-2
C.F. HAWN FRWY.
LEDBETTER DR.
LEGEND
● STATION TARGET AREAS
— SEGMENT BOUNDARY

LIGHT RAIL STARTER SYSTEM



Dallas Area Rapid Transit

O'Brien-Kreitzberg

DART PRELIMINARY MASTER SCHEDULE FOR TRANSIT STARTER SYSTEM

CITY OF DALLAS

STATEMENT OF HON. ANNETTE STRAUSS, MAYOR

INTRODUCTION: REGIONAL SOLUTION

Senator Lautenberg and members of the subcommittee, DART is first and foremost, a regional authority. It is the best solution to achieve a unified regional transit system in the Metroplex, and functions as the most effective and efficient way of improving mobility in the area. Each of the fourteen member cities in DART have demonstrated their commitment to regional solutions by voting approval of a one-cent sales tax dedicated to mass transit. Let me assure this committee that there is a strong local commitment to transit and DART.

In addition, DART and the City of Dallas recognize that the railroad right-of-way connecting Dallas and Fort Worth--RAILTRAN--is an important component of the regional solution. DART's Transit System Plan indicates commuter rail service will be provided along the RAILTRAN right-of-way, which is jointly owned and operated by the cities of Dallas and Fort Worth. DART's operations on RAILTRAN will be contractually arranged through an Interlocal Agreement between DART, and the cities of Dallas and Fort Worth. Initial commuter rail service will serve Dallas and Irving, with eventual service extension to Fort Worth. The RAILTRAN alignment will also be used for a commuter rail connection to D/FW Airport once DART's system is expanded.

BACKGROUND

I made an appearance before the House Transportation Subcommittee in 1988, testifying in support of federal funding for a 93 mile light rail system. That plan required voter approval for DART to issue long term financing for construction of the system. The voters soundly rejected that financing plan. Through healthy and often lively public debate throughout the Service Area, the City of Dallas being no exception I assure you, DART developed a technically based, long-range, pay-as-you-go Transit System Plan based on UMTA's cost-effectiveness criteria.

Local support and political consensus throughout the Service Area on the new multi-modal Transit System Plan is evidenced by the 65% or greater voter approval in 8 suburban elections to remain in DART, with two other cities cancelling their elections, and resolutions of support from 12 member city councils and business and civic groups. DART's plans are also an integral element of our Metropolitan Planning Organization's Regional Transportation Plan. Board Chairman Marvin Lane will discuss the specifics of the DART Transit System Plan during his comments to the committee.

CITY OF DALLAS AND DART PARTNERSHIP

As a condition for beginning any final design and engineering or construction within a city, the DART Board asked each member city to formally approve the new Transit System Plan. The City of Dallas has taken that action. Additionally, a

Master Interlocal Agreement between the City of Dallas and DART, was formally adopted by the City Council and the DART Board. This agreement establishes the provisions, consistent with all applicable city ordinances, under which construction of the transit system can commence within the City of Dallas. The agreement specifies conditions for when DART must build a subway in downtown Dallas. Those conditions are based on ridership levels reaching significant levels, or headway decreasing to the point where traffic signal operations or rail operations would be negatively impacted by continuing service on the surface. In addition, there is a provision in the Interlocal Agreement which indicated that DART will construct a subway if non-DART funds become available earlier. The formal actions taken by our City Council have sent a message to DART: The City of Dallas and its citizens are ready for DART to build, and we are looking forward to an effective partnership that will bring mobility improvements throughout our area.

FUNDING REQUEST

Federal funds are being sought for the South Oak Cliff segment of the Starter System phase of DART's Transit System Plan. The segment meets or exceeds UMTA's cost effectiveness criteria. Quite frankly, the South Oak Cliff Corridor is a strong candidate for major transit improvements under any criteria. DART was one of the first transit properties to be granted an expedited Alternatives Analysis/Draft Environmental Impact Statement process. Of the cities granted the expedited AA/DEIS process, DART is the most advanced.

The South Oak Cliff segment is located in the City of Dallas and holds the greatest promise for immediate benefit to the southern region of our city. Southern Dallas has a large concentration of transit dependent riders. In recent years, the City has established a major economic development program, focused on southern Dallas. The city's efforts are complemented by the recently created Southern Economic Development Corporation, which was created by the City of Dallas to be advocate for southern Dallas.

The corporation's efforts focus on marketing, business retention and expansion, business relocation, and financing. Business expansion prospects and relocating corporations are highly interested in our regional transportation system, as it provides a principal means for employees to reach their jobs. DART can be a major factor in the revitalization of southern Dallas, providing mobility to the area as well as significant capital investment and job opportunities. Further evidence of DART's importance to current Dallas employers, is the fact that DART has the largest corporate pass program in the country.

CONCLUSION

We need your help. The $30 million request for FY 1991 represents a modest share of federal assistance. Federal funding will be used for construction and right of way acquisition only. DART's adopted Financial Plan ensures continued commitment of local funding of operating deficits consistent with Secretary Skinner's Initiative. DART's member cities have committed to fund 80% of the cost of the $625 million Starter System Phase, with a proposed federal share of 20% or $125 million over the next five years. Under Secretary Skinner's Overmatch Initiative Program, DART has acted under good faith. With a commitment to public/private partnerships and efforts to operate an environmentally sound system, DART is striving to be a model transit property. With your assistance we can begin to implement our long range regional transit solutions. Thank you for your consideration. We look forward to your support.

ELECTROCOM AUTOMATION, INC.

STATEMENT OF KEITH KAHLE, ADVISOR TO THE PRESIDENT

Mister Chairman:

First, I want to thank you and each member of your committee on both sides of the aisle as well as your able staffers, Tom Kingfield and Robert Gibson.

Our very able President, Bob Buzard, is unable to appear here today due to his duties as related to our contracts with the U. S. Postal Service. However, he is very active on the Cold Weather R&D Project. Yes -- very active.

Mr. Chairman -- this is off the subject, but I think all of you would be interested to know ElectroCom Automation makes a machine for the U. S. Postal Service that sorts 30,000 No. 8 envelopes an hour. It would be a safe bet, at the approximately 267 post offices over the nation where these machines are in service, they are working right now ... this very minute.

Mr. Chairman -- this is an informal report to both sides of the committee's aisle who have been supportive of the objectives of the "Cold Weather Transit Technology Program" for about four years. Especially you, Mr. Chairman, as well as Mr. Conte and Mr. Coughlin. We do not have an additional special request but simply wish to bring you up-to-date.

The engineering talent of ElectroCom Automation and the leadership of our President, Bob Buzard, who has testified before your committee, plus the engineering talent of the University of Notre Dame's School of Engineering under the able Dr. Bill Berry, are combined in the real world. Quite frankly, we are optimistic we can dissipate ice on a steel rail at a speed of over 25 miles per hour in ice and snow conditions.

Several years ago, when LTV/Vought was involved with Notre Dame, the high velocity water jet deicing system cleared the third rail at a speed of 25 miles per hour under most adverse conditions -- snow, ice and below-freezing temperatures. Now, with good fortune, hopefully, we can get "in the area of 40 miles per hour" in lousy, below-freezing weather conditions.

In addition, we have great hopes some of the talented engineers at Notre Dame can develop a "back yard weather forecaster" that will forecast what the weather will be "...in your own back yard..." The Boston transportation people have a similar need for this kind of system for advance warning to counter the effects of ice storms such as they experienced in February this year.

Without going into detail, we are pleased the "law of the land" has been followed by the Department of Transportation who have helped us get this program underway.

We at ElectroCom Automation and Notre Dame wanted to "thank this committee" -- especially the majority and minority leaders and their staffs -- for their continued support. On behalf of the University of Notre Dame and ElectroCom Automation to each and every member of this committee and each and every member of the similar committee on the Senate side, "we very humbly thank each of you gentlemen." We will do a good job.

To review recent history:

On November 29, 1989, the able Bill Berry of the University of Notre Dame called me and said he had been officially notified the Cold Weather R&D subcontract would be activated as directed by the Congress on December 21, 1987. As a result, Dr. Berry brought one of his colleagues, Dr. Francis Kobayashi, to our plant between Fort Worth and Dallas, where we had a "formal signing ceremony" on February 6, 1990. Signing for Notre Dame was Thomas Mason, Vice President, Business Affairs. Signing for ElectroCom Automation were President Bob Buzard and Keith Kahle, Advisor to the President.

Gentlemen, today our staffs are "hard at it..."

We did want to make a special point and a special effort to advise this elite committee and we will do the same on the Senate side. We will take the liberty, gentlemen, of keeping this committee advised of progress on a frequent informal basis.

We are right now in the process of preparing to start our first tests this fall, as early as we have the proper snow and ice. It is no secret Dr. Bill Berry, Keith Kahle and ElectroCom's chief engineer, Bob

Kleinman, have had an extensive visit with the Transportation Test Center at Pueblo, Colorado at their massive test track in regard to using some of their facilities. Talks are still going on.

On March 20, 1990, the same three gents mentioned above had a meeting with the proper officials at Massachusetts Bay Transportation Authority (MBTA) at Boston. At said meeting, Dr. Berry outlined our "Research Game Plan" to fifteen engineers and system administrators involved with the MBTA.

We should emphasize here, gentlemen, when this project was first activated with major equipment put together by LTV/Vought and Notre Dame, at that time we did what many thought was a minor breakthrough. In major snow and ice weather at Boston, we were able to dissipate ice on a third rail at a speed of 25 miles per hour. Same was witnessed by the press, Department of Transportation, UMTA, and congressional representatives.

> It is our objective to double that speed which, obviously, would be a major development in ground transportation during heavy ice and snow weather. Same has practical daily application if obtainable.

In addition, we are optimistic the talent that worked on the R&D Project before will, hopefully, be able to "develop an instrument that will forecast weather in your own back yard."

In conclusion:

> Mr. Chairman and members of the committee -- both Notre Dame University and ElectroCom Automation simply wanted to update you folks on what we are doing. We all appreciate your "staying with us and said objective" when it appeared to many that some folks in a government agency had other plans. Again -- thanks!

Gentlemen -- one more item. I am sure I can speak for Dr. Bill Berry and the University of Notre Dame plus Bob Buzard, President of ElectroCom. Again, we issue an open invitation to all members of this committee to visit our facilities and get briefings as we move forward.

Our objective now is to get ready for winter with new ideas plus new methods.

We are not asking for any more money.

Mr. Chairman -- we "just wanted to report to each of you" and hope we can do the same thing on the Senate side.

On behalf of Notre Dame, its leadership and Dr. Bill Berry plus ElectroCom's leader Bob Buzard and his Advisor -- we all thank each of you for your continued interest and support.

Keith Kahle

Keith Kahle

LETTER FROM WILLIAM B. BERRY, PROFESSOR AND MANAGER OF THE CUTT PROGRAM

April 23, 1990

Mr. Keith H. Kahle
ElectroCom Automation Inc.
P. O. Box 95080
Arlington, TX 76005-9080

Dear Keith:

I regret that I will not be in Washington with you to tell the Congressional Committees of our progress on the Cold Weather Transit Technology Program. Please convey my best regards and appreciation for the support they have given us in getteing the Program underway.

You might also mention that we learned from the Massachusetts Bay Transportation Authority that this February presented a cold weather problem to them which had not been anticipated. An untimely ice storm resulted in the interruption of service on one of their transit lines due to icing of the overhead power lines - the catenary. They have asked us to help them with solution to that problem. We have discussed two approaches so far. One is an early warning system which we may be able to provide via the "back yard weather forcaster" on which we are working. The other is a melt-off solution which we can propose but have no funding to develop a prototype.

Have a good visit and convey my best regards, especially to Mr. Lehman.

Sincerely,

Bill

William B Berry
Professor and Manager of the
CWTT Program

GEORGETOWN UNIVERSITY

STATEMENT OF REV. WILLIAM L. GEORGE, S.J., ASSISTANT TO THE PRESIDENT

Mr. Chairman and members of the committee, I am Rev. William L. George, S.J., Assistant to the President of Georgetown University. Thank you for the opportunity to testify on the subject of Hybrid Fuel Cell Buses.

Phase I of the National Exemplar Hybrid Fuel Cell Bus program has been successfully completed and has lead to the conclusion that the system is feasible. This "proof of feasibility" phase consisted of a detailed analysis of the technical and economic characteristics of the system with design, fabrication, and laboratory testing of actual fuel cell hardware which corroborated the study results. The efforts evaluated the potential of both liquid and air cooled systems and identified the features of both. The Department of Energy, in concurrence with the Urban Mass Transportation Administration and the Batelle Memorial Institute, has approved of the results of phase I and has decided to continue with Phase II. I would ask the Committee to provide $1.5 million for FY91 to continue the Phase II operations.

Phase II of the project will consist of the development of the fuel cell powered propulsion system based on the findings of Phase I and the integration of the completed propulsion system into a test bed bus. A Request for Proposal which stipulates that the best system for the fuel cell be used is being put out to select a contractor for Phase II. The FY91 funds will be used to continue the Phase II operation which is designed to result in the procurement and modification of three transit buses which will be fuel cell powered. After an evaluation of these test buses, a fleet of 10 to 12 small prototype buses will be built and operated in actual service.

In April 1987, one goal of the project was "to provide the transition of this emerging technology to actual commercial use". The project may be well ahead of schedule in accomplishing this goal. The California South Coast Air Quality Management District (SCAQMD) Board of Directors has approved support of this program with some of their own funds contributed to the Department of Energy. They are participating to the extent of funding one fuel cell bus in Phase II for test and eventual use in Los ANgeles basin, a region plagued by air and noise pollution. The SCAQMD Board of Directors appears confident that the fuel cell bus is an economically viable solution to their area's environmental dilemma.

Fuel cells offer an energy source that is unparalleled by any which exists today. It does provide clean and efficient power in an age which has seen an explosion in the demand for energy and the need for reduction in the pollution levels. The Hybrid Fuel Cell Bus program is the impetus for a commercial venture that will last well into the next century. We thank you and the committee for your past support of this timely venture and would ask your committee to support the Department of Energy request so that this project may go forward.

On behalf of Rev. Leo J. O'Donovan, S.J., President of Georgetown University, I thank you for the opportunity to testify.

We are Rev. William L. George, S.J., and Rev. T. Byron Collins, S.J., Assistants to the President of Georgetown University for Federal Relations.

Georgetown University proposes to establish an exemplar program in conjunction with the Department of Transportation and the Washington Council of Governments which would create a university transportation center in the nation's capital. The objective of this program would be to construct a facility with support system that would help to alleviate the excessive crowding of streets in the Georgetown, Burlieth, Foxhall, and Palisade area and provide an opportunity to promote the advanced clean propulsion system being developed in our successful current fuel cell bus program into further effective applications to transportation systems eliminating gas and oil.

The proposed university transportation center would use the resources of its own GUTS (Georgetown University Transportation Society) and would be associated with Washington Metropolitan Transportation Authority and the transportation planning of the Council of Governments. The center would be part of an integrated transportation system that would benefit the University, the Consortium of Metropolitan Area Colleges and Universities, and its associated areas by lessening single occupancy car traffic from Maryland and Virginia. To this end, Georgetown University would investigate a transportation terminal and system using fuel cell buses and follow-on advanced propulsion system applications. These applications would arise from the successful fuel cell program and would serve as a community transportation system that points the way to effective and environmentally sound urban transportation solutions. The center would serve a multi-function role: it would serve as a turn-around hub for D.C. Mass Transit (Metro) and GUTS buses; it would serve as a center for mass transit coordination and planning and an effective access to Metro; it would serve as the center for the fuel cell bus development support and operations program; and it would act as a service transportation receiving and distribution center. These integrated functions would serve as a model for local, state, and federal transportation centers while providing a model for commercial applications for larger corporations. The center would be designed to integrate all transportation-related activities into a harmonious and balanced center where effectiveness and efficient operations improve service and reduce costs. This integrated transportation system would make use of the fuel cell bus and advance its follow-on application once its development has been completed. It would seek ways and means to connect more directly to Metro system and discover new ways to assist university public service. It will examine the feasibility of how the National Exemplar integrated community energy system can contribute to advanced transportation systems energy. And it will seek to provide an effective positive impact for Community/University relations as to noise, traffic, pollution, and parking in an urban setting and contribute to the preservation of the historic district.

As stated in the Budget of the United States, funds are to be provided "for necessary expenses for university transportation centers, as authorized be section 21(i)(2) for the Urban Mass Transportation Act of 1964 as amended..."

On behalf of the President of Georgetown University, Rev. Leo J. O'Donovan, S.J., we thank you for this opportunity to testify.

CITIZEN ADVISORY BOARD TO THE METROPOLITAN TRANSIT AUTHORITY, HOUSTON, TX

LETTER FROM BARRY KLEIN, CORRESPONDING SECRETARY

June 12, 1990

Ms. Joyce Rose
156 Dirksen Office Building
Committee on Appropriations
U.S. Senate
Washington DC 20510

Dear Ms. Rose:

Enclosed please find the testimony the Citizen Advisory Board (CAB) wishes to file regarding the application of the Metropolitan Transit Authority of Harris County (Metro) for additional grants to build a rail system.

We are sending three sets as you requested.

This collection of statements and news clips is evidence of the non-consensus on the rail issue in the Houston area. Several polls, pollsters and politicians reflect this fact. Today, 27 groups are calling for a new election (see enclosed). The list is growing.

Metro has a false mandate to build a rail system. Rail was not mentioned in the ballot language of its January 1988 election. Metro has made changes in the rail plan announced before that election, and its officials state that more changes are likely.

The Citizen Advisory Board asks that Congress withhold further rail grants from Metro unless they are tied to a requirement that Metro hold a new election on the rail question.

We believe such an election should not include proposals for bus and road improvements; adding those elements tends to muddy the issue. In addition, such an election should be focused on the concept of rail rather than a particular plan. Plans are infinitely variable we have learned.

We also ask that grants be flexibly written so that they may be used for non-rail projects.

Sincerely,

Barry Klein

Barry Klein
Corresponding Secretary
Ph(713) 224-4144

Encl.

A RESOLUTION REQUESTING METRO TO SCHEDULE A DECIDING ELECTION ON THE RAIL QUESTION

1) WHEREAS, Metro lacks public support for its planned rail system because the ballot language for Metro's January 1988 referendum mentioned "general mobility" but omitted any mention of rail;

2) WHEREAS, Several media reports of new research by Metro (led by past chairman Robert Lanier) and the federal government indicate that Metro's rail plan will be **more costly** and **less effective** than claimed by Metro before the 1988 election;

3) WHEREAS, Political pollster Richard Murray has not found significant support for rail (' . . . we never found a sizeable group of the electorate that was very enthusiastic about rail.' — *Houston Post 12/17/89*);

4) WHEREAS, Some of the parameters laid out by the proponents of rail have not been carried out (for example, the 130 million dollar contribution promised by members of the private sector has not been forthcoming);

Now, therefore, be it

RESOLVED, That Metro has no mandate to build a rail system; and be it further

RESOLVED, That this organization believes a new and final election on the rail system should be quickly scheduled on the following question:

> "Should Metro focus its resources on bus
> service and road improvements, and abandon
> its plan to build a rail system?"
> **Yes** or **No**.

Organization:______________________________Phone:________________

Date adopted:________________Officer:__________________________

The following is a list of groups that have taken positions favoring a new election on the rail question

1) Houston Business Journal (editorial 9-4-89)
2) Citizen Advisory Board (1-17-90)
3) Common Cause of Houston (1-27-90)
4) Taxpayers Coalition of Greater Houston (2-13-90)
5) Houston Sportsmen's Club (2-15-90)
6) Business Existence League of Texas (2-25-90)
7) Harris County Libertarian Pary (3-17-90)
8) 1990 Democratic Senatorial District 4 Convention of Harris County (3-31-90)
9) 1990 Democratic Senatorial District 5 Convention of Harris County (3-31-90)
10) 1990 Democratic Senatorial District 7 Convention of Harris County (3-31-90)
11) 1990 Democratic Senatorial District 13 Convention of Ft. Bend County (3-31-90)
12) 1990 Democratic Senatorial District 13 Convention of Harris County (3-31-90)
13) 1990 Democratic Senatorial District 17 Convention of Ft. Bend County (3-31-90)
14) 1990 Republican Senatorial District 4 Convention of Harris County (3-31-90)
15) 1990 Republican Senatorial District 5 Convention of Harris County (3-31-90)
16) 1990 Republican Senatorial District 6 Convention of Harris County (3-31-90)
17) 1990 Republican Senatorial District 7 Convention of Harris County (3-31-90)
18) 1990 Republican Senatorial District 13 Convention of Harris County (3-31-90)
19) 1990 Republican Senatorial District 13 Convention of Ft. Bend County (3-31-90)
20) 1990 Republican Senatorial District 15 Convention of Harris County (3-31-90)
21) 1990 Republican Senatorial District 17 Convention of Ft. Bend County (3-31-90)
22) Individual Landowners & Homeowners, Inc. (4-3-90)
23) Resident Council of Allen Parkway Village (4-7-90)
24) Royden Oaks Association of Property Owners (4-26-90)
25) Harris County Commissioners Court (5-1-90)
26) Precinct 287 Civic Association (5-7-90)
27) Bunker Hill City Council (5-8-90)

* * * * *

"Metro presses on with no mandate"

I am here today representing the Citizen Advisory Board to Metro (CAB). We are asking the members of local elected bodies to adopt our resolution calling for a new Metro election on the rail issue. We would like to see this simple question put to the voters:

> "Should Metro focus its resources on bus service and road improvements, and abandon its plan to build a rail system?"
> Yes or No.

The full text of the CAB resolution is reproduced on the attached flyer, 9,000 copies of which were distributed at 20 senatorial district conventions two weeks ago. Fourteen of those conventions, along with six other groups, are now on record favoring a new rail election.

The heading for our statement today is borrowed from a column by Kate Thomas published in the Houston Post April 8, 1990. Ms. Thomas takes the position that on April 5th Metro adopted a new and "speculative" rail plan for which it has no mandate. We agree.

Ms. Thomas raises the spectre of Buffalo, which built a rail system that sent its deficit so high it went broke, necessitating a new county tax.

She also reports that former Metro Chairman Bob Lanier sees nothing about the new plan that makes it more feasible than the rail system connector plan jettisoned during his tenure. His December resignation letter suggested a new election is appropriate.

The research Mr. Lanier coordinated in 1989 showed that the system connector would not perform as stated by Metro planners,... 'The public was misled. I was misled,' he told Ms. Thomas.

That declaration alone divests Metro of any pretense of a mandate. But there are other reasons to reach such a conclusion:

1. The word "rail" did not appear on the January 16, 1988 ballot that Metro claims is the source of its mandate.
2. Metro's new rail plan impacts many businesses and residences that would have been unaffected by the system connector.
3. Metro appears willing to use municipal bonds issued by special taxing districts as a substitute for the cash contribution promised by some private developers. Such substitution would set aside the "no debt" promise and release those developers from their pledge to contribute $130 million.

A mandate is lacking. A new election is justified. Please vote to adopt the CAB resolution.

-Barry Klein,
Corresponding Secretary
(for Mr. E. M. Knight,
Chairperson)

DELEGATES: VOTE TODAY

Metro has a *False Mandate* for rail.

Demand a new rail election!

Metro held an election in January 1988 for a "construction plan." Only 9 percent of the registered voters participated — only **5.5 percent** endorsed the plan. Metro claims this a mandate for rail. *Hogwash!!!*

Turn this flyer over and see for yourself: **Rail was not on the ballot, nor was the billion dollar price tag.**

Consider this: Houston has 8,000 miles of streets — Metro runs 2,000 miles of bus routes — what is the use of a 20 mile rail system??

The following resolution has been endorsed by dozens of groups, including Democratic and Republican precinct conventions. The Citizen Advisory Board asks all civic groups to endorse it.

A RESOLUTION REQUESTING METRO TO SCHEDULE A DECIDING ELECTION ON THE RAIL QUESTION

1) WHEREAS, Metro lacks public support for its planned rail system because the ballot language for Metro's January 1988 referendum mentioned "general mobility" but omitted any mention of rail;

2) WHEREAS, Several media reports of new research by Metro (led by past chairman Robert Lanier) and the federal government indicate that Metro's rail plan will be **more costly** and **less effective** than claimed by Metro before the 1988 election;

3) WHEREAS, Political pollster Richard Murray has not found significant support for rail (' . . . we never found a sizeable group of the electorate that was very enthusiastic about rail.' — *Houston Post 12/17/89*);

4) WHEREAS, Some of the parameters laid out by the proponents of rail have not been carried out (for example, the 130 million dollar contribution promised by members of the private sector has not been forthcoming);

Now, therefore, be it

RESOLVED, That Metro has no mandate to build a rail system; and be it further

RESOLVED, That this organization believes a new and final election on the rail system should be quickly scheduled on the following question:

> "Should Metro focus its resources on bus service and road improvements, and abandon its plan to build a rail system?"
> **Yes** or **No**.

The Citizen Advisory Board to the Metropolitan Transit Authority is a public transportation advisory body, legally independent from Metro
For more information, write to **CAB, P.O. Box 300752, Houston, Texas 77230-0752. Phone 713/224-4144.**

No Mandate For Rail

Metro can no longer pretend it has a mandate for rail.

There is growing public demand for a new rail election. On March 31, 1990,Democrats and Republicans held conventions in senatorial districts around Texas, including 20 that are wholly or partially inside the Metro area. Of the 20, 14 adopted resolutions calling for Metro to hold a "new and final" election on rail. This was a response to a resolution circulated by the Citizen Advisory Board to Metro (CAB).

This expression of grass roots discontent with rail comes a year after Metro board member Louis Macey first suggested putting the issue to the voters again (Houston Chronicle 4-17-89).

Last July, then-Metro chairman Bob Lanier stated that both he and Houston Mayor Kathy Whitmire agreed that any decision to "kill or substantially alter" the rail plan should be submitted to the voters (Chronicle 7-19-89). Depending on how one reads Metro's recent history, one or both events have occurred.

On 9-4-89 the Houston Business Journal editorialized for a new election on the rail issue.

This year CAB reached the conclusion that Metro has lost its consensus (questionable from the beginning) and that a new election is justified.

Since 1978 the CAB has taken seriously its responsibilities to review policy decisions of the appointed board and to guide the agency in developing services (see pages 7 and 8, Regional Transit Plan, 1978). We do this in spite of weak and sporadic assistance from Metro.

The CAB took a strong position against rail in July 1987. Today, to pull the appointed board away from what we regard as an ill-advised decision to build a rail system, we are aggressively encouraging support for a new rail vote. We believe the attached list of 20 groups is sufficient reason for Metro to halt its rail plans, and prepare to hold an election on the simple question

> "Should Metro focus its resources on bus service and road improvements, and abandon its plan to build a rail system?"
> YES or NO.

--Barry Klein,
Corresponding Secretary (For
Mr. E. M. Knight, Chairperson)

The following is a list of groups that have taken positions favoring a new election on the rail question

1) Houston Business Journal (editorial 9-4-89)
2) Citizen Advisory Board (1-17-90)
3) Common Cause of Houston (1-27-90)
4) Houston Sportsmen's Club (2-15-90)
5) Business Existence League of Texas (2-25-90)
6) 1990 Democratic Senatorial District 4 Convention of Harris County (3-31-90)
7) 1990 Democratic Senatorial District 5 Convention of Harris County (3-31-90)
8) 1990 Democratic Senatorial District 7 Convention of Harris County (3-31-90)
9) 1990 Democratic Senatorial District 13 Convention of Ft. Bend County (3-31-90)
10) 1990 Democratic Senatorial District 13 Convention of Harris County (3-31-90)
11) 1990 Democratic Senatorial District 17 Convention of Ft. Bend County (3-31-90)
12) 1990 Republican Senatorial District 4 Convention of Harris County (3-31-90)
13) 1990 Republican Senatorial District 5 Convention of Harris County (3-31-90)
14) 1990 Republican Senatorial District 6 Convention of Harris County (3-31-90)
15) 1990 Republican Senatorial District 7 Convention of Harris County (3-31-90)
16) 1990 Republican Senatorial District 13 Convention of Harris County (3-31-90)
17) 1990 Republican Senatorial District 13 Convention of Ft. Bend County (3-31-90)
18) 1990 Republican Senatorial District 15 Convention of Harris County (3-31-90)
19) 1990 Republican Senatorial District 17 Convention of Ft. Bend County (3-31-90)
20) Individual Landowners & Homeowners, Inc. (4-3-90)

METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY, TX

STATEMENT OF ANTHONY W. HALL, JR., CHAIRMAN

SUMMARY

- Houston is the fourth largest city in the United States. It had a regional population of 3.2 million as of 1988.

- Since 1984, METRO's Phase 1 capital program pioneered the development of high-occupancy urban transitways. At a cost of less than $10 million per mile, they can be built for a fraction of the cost of freeway mainlanes or other fixed guideway technologies. METRO's 46.5 miles of transitways are the most of any city in North America. An additional 34 miles will be in service by 1996.

- Houston area voters approved METRO's Phase 2 capital program in January 1988, including a 20+ mile fixed-guideway system. During the past two years, the Congress has approved $115 million for engineering and construction costs for the system.

- During 1989, METRO undertook a searching reevaluation of cost and ridership assumptions. Based on this analysis, the Board determined that certain modifications of the project would be necessary.

- On April 5, the Board approved a revised conceptual alignment designed to increase ridership by moving the alignment to better serve heavily travelled commuter corridors; and by extending the alignment to serve large west-side residential communities. The new alignment will also enhance system-wide travel time by reducing the number of intermediate system stops and reducing forced transfers for thousands of transitway patrons.

- Construction on the initial Minimum Operable Segment (MOS) will begin in 1993. All three segments are scheduled to be in operation by the year 2000.

- METRO will seek the active participation of the private sector in the design and development of the system. Twenty-four "expressions of interest" from major U.S. and international design and construction firms have been received by METRO. A Request for Proposal (RFP) for detailed technical and cost proposals will be issued this summer. METRO will use this process to select the system and technology most suited to Houston's needs.

- In accordance with the terms of the 1988 voter referendum on the Phase 2 program, capital costs for the 22 mile fixed-guideway system have been capped at $1.09 billion ($ 1988). METRO will seek 50% of the projects capital costs from the Section 3 program. All operating costs will be paid from non-federal sources, including the proceeds of METRO's dedicated 1-cent sales tax.

- METRO is seeking $60 million in Section 3 funds for the project in FY 1991.

On behalf of the Metropolitan Transit Authority of Harris County, Texas (METRO), I thank the Chairman and members of the Subcommittee for the opportunity to provide an update on METRO's continuing program to develop Houston's integrated regional transportation system. Our goals are ambitious but necessary. We are indebted to this Subcommittee and the Congress for its continuing financial support, including the $115 million provided during the past two years for development of METRO's Phase 2 fixed-guideway program.

METRO is committed to the development of a cost-effective, comprehensive and efficient public transportation system in Houston. An integral part of that system and the voter-approved Phase 2 Mobility Plan remains the development of a fixed-guideway system as a part of our overall transit system which will link the suburbs, the downtown and other major employment centers in a convenient and cost-effective manner.

Since our last presentation to the Subcommittee, we have conducted a searching analysis of ridership and cost assumptions for the fixed-guideway project as then proposed. As a result of this analysis, the METRO Board determined that certain modifications would be necessary to achieve anticipated levels of service and ridership. These modifications will enhance service by reducing the number of intermediate system stops and reducing forced transfers. Additional riders will be attracted to the system by better coordination with existing bus lines and by extending the Southwestern terminus along the heavily-travelled Westpark corridor beyond the 610 loop.

In pursuing modifications, the Board intends to utilize the talent and expertise of the private sector to the fullest extent possible. Initial expressions of interest in participating in the system have been received from a number of leading U.S. and international design, engineering and construction firms representing a range of technologies including monorail, light rail, magnetic levitation and guided bus systems. This summer, we expect to issue a Request for Proposals (RFP) for comprehensive private sector participation in design, construction, maintenance, and possibly operation of the year 2000 fixed-guideway system. We are confident that this effort can be accommodated without major disruption of our timetable and believe that it will result in significant cost and design benefits.

BACKGROUND

During the 1970's and early 1980's, Houston and the Harris County area experienced tremendous economic and population growth. This growth has made Houston the largest city in Texas, and the nation's fourth largest city. Regional population was 3.2 million as of 1988.

As this rapid growth strained Houston area streets and roads, urban mobility became an important focus of local concern and investment. Among the first significant actions taken to address the transportation problem was the creation in 1978 of the Metropolitan Transit Authority of Harris County to develop a comprehensive mass transportation improvement program for the region. To finance this effort, local voters approved a dedicated one-cent sales tax for mass transit which has provided nearly $1.677 billion to METRO for capital and operating costs through FY 1989. In FY 1990, this tax will provide an estimated

$194.5 million in capital and operating funds. The one-cent tax will provide an important source of funds for the local matching share for the capital cost of the fixed-guideway system and for operating costs.

Phase I Program. Since its creation, METRO has placed great emphasis on insuring that its projects are cost-effective. We pioneered the development of cost-effective, high-occupancy transitways along major freeway corridors to link the surrounding suburbs with the downtown. With the support of this Subcommittee and of the Urban Mass Transportation Administration (UMTA), Houston has developed the most extensive high-occupancy vehicle transitway system in North America -- completing 46.5 miles of transitways since 1984. An additional 34 miles are in construction or design and will be in service by 1996. (Exhibit 1) (Diagram of completed and proposed transitways through the year 2000.)

METRO's transitways have a ridership carrying capacity of 5,000 in the peak hour and 20,000 a day, equivalent to the capacity of some light rail systems. The Katy Freeway Transitway, as an example, carries about as many people in the peak hour as the adjacent three mainlanes of the freeway combined at a cost of well under $10 million per mile. That is far less than the cost of adding the equivalent additional mainlanes.

Public response to the transitway system has been excellent. Linked to a network of suburban park & ride facilities, the system provides a safe, convenient and economical alternative to thousands of commuters each day. Last year, METRO and the Texas State Highway Department jointly received the prestigious Institute of Traffic Engineers Facilities Achievement Award in recognition of the quality and efficacy of Houston's transitway program. METRO is committed to continued improvement and expansion of the system to meet service demands.

METRO'S Phase 2 Program. Building on the foundation of the Phase 1 program, METRO has initiated a Phase 2 program designed to complement its basic bus and transitway service. The centerpiece of the program is a high capacity "transportation link" which will serve major commercial destinations in the downtown and the region's four other major employment centers. Improving service to currently under-served areas is another important program priority. The Phase 2 Plan was approved by Houston-area voters in January of 1988 and is intended to create a single integrated regional transportation system.

The Phase 2 Plan has six underlying principles:

- "pay-as-you-go" -- the plan assumes no new taxes or new debt to support construction of the system;
- implementation of a fixed-guideway component to tie the transitway system to Houston's major employment centers;
- improved transit services for under-served and existing transit users;
- recovery of 40 to 50% of system operating costs from the farebox by 2000; and
- significant improvement in mobility for automobile drivers;
- involvement of the private sector in the design and implementation of the Plan.

These principles are reflected in the four components of the Phase 2 Plan which are designed, in conjunction with the Phase 1 projects, to provide a system of regional mobility that will meet the needs of the region well into the next century.

Buses and Support Facilities. METRO will spend approximately $540 million (1988 dollars) for bus replacement and construction of support facilities and bus passenger shelters. By the year 2000, METRO will purchase approximately 1,100 new vehicles to replace the existing fleet. In addition, two new maintenance and support facilities and many new passenger bus shelters will be constructed. By continuing to upgrade its maintenance program, METRO will improve the already high quality of its basic bus service and keep operating costs low.

Transitways, Transit Centers & Park & Ride Lots. The Phase 2 Plan calls for spending approximately $286 million (1988 dollars) for additional construction of transitways, transit centers and park & ride lots. METRO will add 11 new transit centers to the existing 6 centers by the year 2000. These centers will provide "hubs" where passengers from various locations can board vehicles for express trips or transfer to other destinations. By year 2000, twelve new park & ride lots will be constructed throughout the region, adding 7,330 new parking spaces to the 23,400 spaces in 21 existing lots.

General Mobility Improvements. METRO dedicates 25 percent of its sales tax receipts, approximately $599 million (1988 dollars) through the year 2000, to projects which will increase the roadway capacity throughout the region. Projects in this category include connecting discontinuous streets, upgrading older streets to meet contemporary design standards, and intersection grade separations at locations now experiencing significant delay. These efforts are designed to complement other State and local initiatives to improve overall regional mobility. No UMTA funds are used by METRO for these projects.

Fixed-Guideway System. The final component of the Phase 2 Year 2000 plan is a 22 mile fixed-guideway system designed to provide high capacity service to the downtown and other major regional employment centers. The fixed-guideway system will improve service to presently under-served areas and will converge with major bus and transitway stops at several regional transit centers. This will offer riders an opportunity to transfer to or from METRO's transitways routes or other bus lines serving a number of destinations.

PHASE 2 FIXED GUIDEWAY SYSTEM

In the summer and fall of 1989, the METRO Board undertook an intensive analysis to test the cost and ridership assumptions for the proposed fixed guideway. The purpose of the analysis was to determine whether the project, as developed to that point, would meet performance and cost criteria established in the Phase 2 Plan. Consistent with METRO's historical concern for quality and cost-control, the Board concluded that it was essential that basic demand and cost projections be confirmed to ensure that both cost-effectiveness and performance goals would be fulfilled.

METRO retained the Texas Transportation Institute (a part of the Texas A & M University System) to assist in the review. Prominent local and national transportation experts also were engaged to review the study methodology and conclusions to assure its reliability. The study carefully reviewed the data and assumptions underlying the proposed design. Experiences of other recently-completed systems were extensively analyzed.

The study concluded that modifications were required in order to meet performance and cost criteria established in the Phase 2 Plan. It found that the planned alignment and frequent stops would not have provided significant travel-time savings for some riders of existing express bus service. It also found that transfer waiting times had been under-estimated for certain routes. The report concluded that these factors, in combination, would have reduced ridership and operating revenues below forecast levels through the year 2000 and increased operating deficits beyond acceptable levels.

Believing that the goals of the Phase 2 Plan remained sound, but recognizing the need to "refine" the project design to correct these deficiencies, the METRO Board approved a resolution in November 1989 that directed staff, rather than continue with the previous plan, to pursue alternative fixed-guideway alignments and solicit proposals for increased private sector participation in the design and development of the system. The Board directed staff to proceed with the UMTA Alternatives Analysis process for portions, including rail or rail-related technologies, of the original alignment that fulfilled the goals and specifications of the Phase 2 Plan.

On April 5, the METRO Board directed staff to proceed with a RFP using a Board authorized conceptual alignment for private sector design, construction, maintenance and possible operation of the system.

The full 22-mile system is scheduled to be completed by the year 2000. The initial Minimum Operable Segment (MOS) segment is currently in the final phase of UMTA alternatives analysis. A final report and Draft Environmental Impact Statement (DEIS) will be submitted to UMTA by November of this year. Assuming that preliminary engineering and final environmental work can begin by March 1991, METRO expects to be able to initiate construction in 1993 and to begin revenue service by 1998. Alternatives Analysis and environmental planning for the Southeast and East-West segments will be initiated as soon as UMTA approval to do so is obtained. Local public meetings for all three segments of the year 2000 system will begin in Houston within the next several weeks. A detailed map of the new conceptual alignment is provided in Exhibit 2.

The revised fixed-guideway plan offers several improvements to ensure broader service and increased ridership. The new MOS alignment will run along corridors identified for improved ridership. Extending the MOS alignment to the West and locating near several large west side residential areas will increase direct service to the workplace without competing with existing or planned transitways. The new MOS alignment also penetrates several prime development areas to encourage development and to meet anticipated ridership needs.

The new MOS alignment will enhance system-wide travel speed by reducing the number of intermediate system stops and by penetrating activity centers, highly developed areas and the congested West Loop area where automobile and conventional bus speeds are very low. The new alignment will reduce forced transfers.

PRIVATIZATION

In December 1989, METRO issued a request for "expressions of interest" for private sector participation in the system. METRO received 24 responses to the December solicitation, and staff has met with these respondents to determine the viability of their technical and cost proposals. Although preliminary, a number of the proposals are very appealing. Potential participants include leading U.S. and international firms with extensive transportation experience.

The Board-approved conceptual alignment will be used by METRO staff to evaluate the system design and to establish a baseline for evaluation of the private sector proposals, which will be solicited in July of this year. Interested proposers will have 4 months to respond.

By November 1990, METRO will seek UMTA approval to issue the Alternative Analysis/Draft Environmental Impact Statement (AA/DEIS) for the initial Minimum Operable Segment for public review and comment. METRO has had ongoing discussions with UMTA staff to insure that our plans and activities are fully consistent with UMTA requirements. Following public hearings on the DEIS, METRO will select a locally preferred alternative for the initial corridor and, at the conclusion of the system supplier competition process, METRO will select the alignment and technology best suited to local needs based on standards and criteria developed in conjunction with UMTA and as set forth in the RFP. METRO will then award a preliminary engineering contract to the proposer best able to meet that criteria.

SYSTEM FUNDING

Total capital cost for the 22 mile fixed-guideway system has been capped at $1.09 billion (1988 dollars). METRO will meet approximately 50% of the capital costs through local, state and private funding sources. Additionally, METRO's financial plan provides that all operating costs for both the fixed-guideway system and the bus system will be derived from non-federal sources. Federal assistance, however, will be required for the remaining capital cost of the fixed-guideway system. Through FY 1990, the Congress has allocated $115 million in Section 3 funds. For FY 1991, METRO is requesting a Section 3 allocation of $60 million. This will enable the system to remain on a reasonable funding schedule and avoid a funding "spike" during construction.

CONCLUSION

Houston remains committed to the development of an integrated, cost-effective mass transit system. The independent analysis of cost and ridership assumptions for the fixed-guideway system which was undertaken by the METRO Board in 1989 underscores that commitment. Lessons learned from that examination are helping us devise a more efficient and cost-effective design. By seeking substantial private sector involvement in the design and development of the project, we believe we have embarked on a unique but promising approach. We are confident that the synergy of a public/private sector partnership will produce a state of the art transportation system capable of meeting the Phase 2 cost and ridership goals.

I thank the Subcommittee for its past support of METRO's capital development program and hope that we can continue to merit your support in the future.

EXHIBIT 1

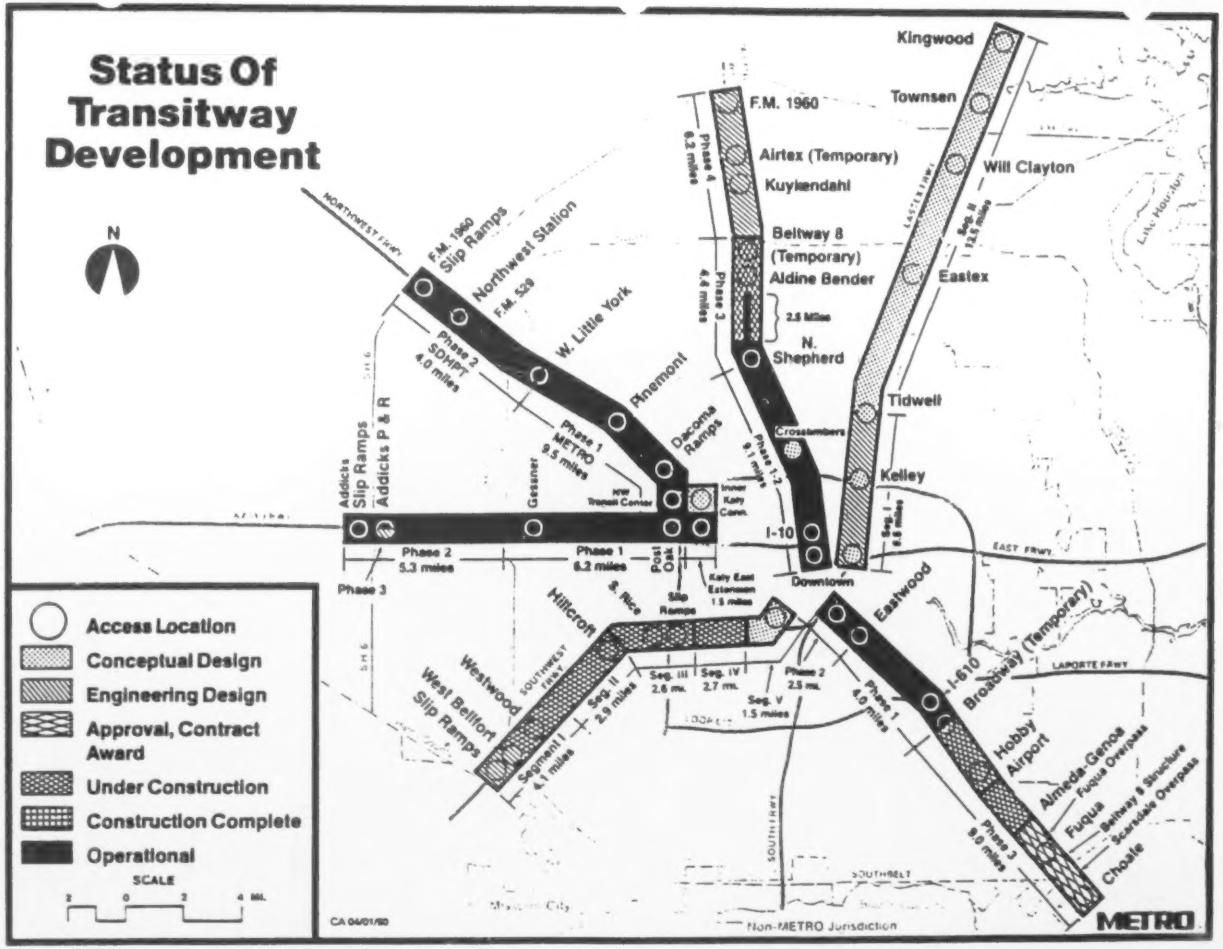
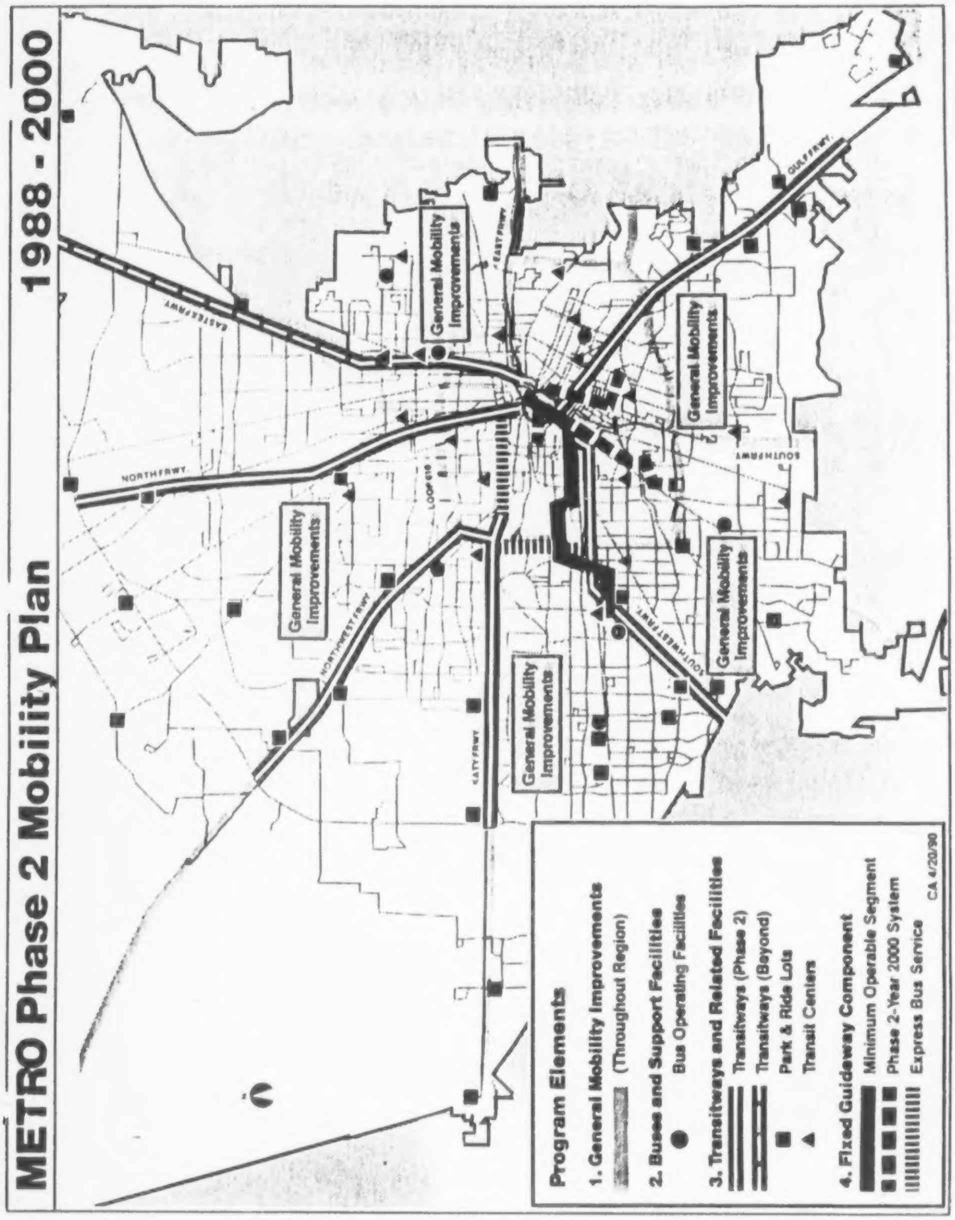

Status Of Transitway Development
N
Access Location
Conceptual Design
Engineering Design
Approval, Contract Award
Under Construction
Construction Complete
Operational
SCALE
2 0 2 4 MI.
Kingwood
Townsen
Will Clayton
Seg. II 12.5 miles
Eastex
Tidwell
Kelley
Seg. I 6.8 miles
F.M. 1960
Airtex (Temporary)
Kuykendahl
Beltway 8 (Temporary)
Aldine Bender
2.5 Miles
N. Shepherd
Phase 4 6.2 miles
Phase 3 4.4 miles
Phase 1-2 9.1 miles
Crosstimbers
I-10
Downtown
F.M. 1960 Slip Ramps
Northwest Station
F.M. 529
W. Little York
Pinemont
Dacoma Ramps
Phase 2 SDHPT 4.0 miles
Phase 1 METRO 9.5 miles
NW Transit Center
Inner Katy Conn.
Addicks Slip Ramps
Addicks P & R
Gessner
Post Oak
Phase 2 5.3 miles
Phase 1 6.2 miles
Phase 3
Katy East Extension 1.5 miles
Slip Ramps
S. Rice
Hillcrof
Westwood
West Bellfort Slip Ramps
Segment I 4.1 miles
Seg. II 2.9 miles
Seg. III 2.6 mi.
Seg. IV 2.7 mi.
Seg. V 1.5 miles
Phase 2 2.5 mi.
Eastwood
I-610
Broadway (Temporary)
Hobby Airport
Almeda-Genoa
Fuqua Overpass
Fuqua
Beltway 8 Structure
Scarsdale Overpass
Choate
Phase 1 4.0 miles
Phase 3 9.0 miles
NORTHWEST FRWY
EASTEX FRWY
EAST FRWY
LAPORTE FRWY
SOUTHWEST FRWY
SOUTH FRWY
SOUTHBELT
Lake Houston
Non-METRO Jurisdiction
CA 04/01/90
METRO

EXHIBIT 2


METRO Phase 2 Mobility Plan
1988 - 2000
General Mobility Improvements
General Mobility Improvements
General Mobility Improvements
General Mobility Improvements
General Mobility Improvements
NORTH FRWY
EASTEX FRWY
EAST FRWY
GULF FRWY
SOUTH FRWY
SOUTHWEST FRWY
NORTHWEST FRWY
KATY FRWY
LOOP 610
Program Elements
1. General Mobility Improvements
(Throughout Region)
2. Buses and Support Facilities
Bus Operating Facilities
3. Transitways and Related Facilities
Transitways (Phase 2)
Transitways (Beyond)
Park & Ride Lots
Transit Centers
4. Fixed Guideway Component
Minimum Operable Segment
Phase 2-Year 2000 System
Express Bus Service
CA 4/20/90

KANSAS CITY AREA TRANSPORTATION AUTHORITY

LETTER FROM HOWARD C. BREEN, CHAIRMAN, BOARD OF COMMISSIONERS, ET AL.

May 1, 1990

RECEIVED MAY 03 1990

The Honorable Frank R. Lautenberg
Chairman, Subcommittee on Transportation
Senate Committee on Appropriations
Washington, DC 20510

Dear Senator Lautenberg:

The Kansas City Area Transportation Authority is pleased to submit the enclosed statement requesting FY 1991 funding for Preliminary Engineering in the amount of $1,875,000 (federal share) for a light rail transit line in Kansas City, Missouri.

We are submitting this statement for the hearing record of the Subcommittee on Transportation. It is our understanding that the subcommittee is accepting such requests subsequent to receiving oral and written testimony on the proposed FY 1991 Urban Mass Transportation Administration budget from the UMTA Administrator on March 29 of this year.

The proposed 2.3 mile light rail line we are proposing is an important component in strengthening the transportation connection between two of the largest employment centers in the Kansas City area; i.e. Kansas City's downtown and the Hallmark Cards Crown Center complex.

The Authority's Board of Commissioners and the various civic, business, and neighborhood groups supporting this project join in urging your strong consideration of our funding request.

Sincerely,

Howard C. Breen, Chairman
Board of Commissioners

William Duensing
William Duensing, Chairman
Rapid Transit Committee

Richard Berkley, Mayor
City of Kansas City, Missouri

Emanuel Cleaver, II, Mayor Pro-Tem
City of Kansas City, Missouri

Richard F. Davis
Richard F. Davis, General Manager

STATEMENT OF THE KANSAS CITY AREA TRANSIT AUTHORITY

Congressional Testimony

Mr. Chairman, thank you for the opportunity to present our statement in support of a project that is very important to the people of the Kansas City area --- our proposed light rail system. The Kansas City Area Transportation Authority is pleased to submit for your consideration our request for $1.875 million in Fiscal Year 1991 UMTA Section 3 discretionary rail funds to support Preliminary Engineering efforts on an initial phase, 2.3 mile light rail transit line in Kansas City, Missouri. This federal funding would be matched with $625 thousand in local funds for a total grant of $2.5 million.

This request is a major component of the Authority's long-range plan to return rail transit passenger service to the Kansas City area. It will be the first step in a plan to significantly increase use of public transportation in the Kansas City Metropolitan area and provide a response to the growing concern for local air quality and other environmental issues.

Provision of funding for light rail Preliminary Engineering would constitute another step forward in the Authority's current capital improvement program, the largest in our history. Availability of light rail service in the area we propose would significantly complement and enhance the recently announced expansion of Kansas City's downtown convention center and the recent investment of over $800 million dollars in private development capital in the project area.

The addition of a light rail component to this region's public transit system will provide new opportunities for economic development and investment. It will strengthen the revitalization strategy which has been pursued in the core of Kansas City over the past several years. We are so convinced of the need for this project that we have made a concerted and successful effort over the past 18 months to provide a permanent and dedicated local funding base.
This will provide the necessary local match for a future federal construction grant.

Our proposal represents a unique opportunity for us to build on existing investment and is the type of relatively inexpensive transit plan that makes sense for Kansas City. Our proposed project ties together two of the most visible activity and employment centers in the metropolitan area and creates the opportunity for us to extend the project in the future as funding availability permits.

The Kansas City Area Transportation Authority is well aware of the extensive nation-wide demand for federal transit rail capital assistance funds. Therefore, while we have been planning for ultimate construction of longer rail lines, we are requesting Preliminary Engineering funding for only this modest 2.3 mile Phase I project estimated to cost approximately $61 million.

This 2.3 mile line will help Kansas City achieve several transportation and development objectives, will provide an effective Minimum Operating Segment (MOS), and is a project for which local capital and operating funds are currently available. The line is also a common element of two rail extensions which the Authority has been evaluating with 100% local funds

The KCATA wishes to ensure that federal funding for this Preliminary Engineering portion of the construction process is not delayed after completion of the Alternatives Analysis phase, which should be under way before the end of this calendar year. The Authority believes that an early commitment to funding of Preliminary Engineering provides the most sound basis for project continuity and continuation of local project support. We believe that the Authority's testimony will demonstrate that our proposal represents a well thought out and researched rail construction project that can be financially supported through available local capital and operating revenues and represents a staged project which will be managed competently by a budget-conscious urban transit authority.

AGENCY BACKGROUND

Mr. Chairman, the Kansas City Area Transportation Authority is an inter-state agency, created by a Compact between the states of Missouri and Kansas, and approved by the United States Congress. The Compact was authorized by legislation passed in both states in 1965. The Compact defines the Kansas City Area Transportation District as the counties of Cass, Clay, Jackson, and Platte in Missouri; and Johnson, Leavenworth and Wyandotte in Kansas. The Authority's jurisdiction is limited to these seven counties.

The affairs of the Authority are governed by a board of ten commissioners, five from each of the two states. The five Missouri commissioners are appointed by the Governor with the advice and consent of the State Senate to serve for five year terms. The Governor must appoint one of three nominees submitted by each of the counties of Cass, Clay, Jackson and Platte and by the City of Kansas City, Missouri. Three of the Kansas commissioners are appointed by the counties of Johnson, Leavenworth and Wyandotte. Two of the Kansas commissioners are appointed by the City of Kansas City, Kansas. All Kansas commissioners are appointed for four year terms.

The Authority's Metro Division is responsible for the provision of public transportation. It operates 39 bus routes which provide nearly nine million miles of scheduled transit service annually with a 1990 operating budget of over $37 million. Approximately twenty percent of this division's income is derived from operations, with most from passenger revenue. Smaller amounts are obtained from charters, stadium express operations, and bus advertising. Approximately 60% of the Metro division's operating cost is financed by local governments, and approximately 20% is provided by the Federal government.

The Authority receives operating and capital assistance for its Metro division from the Urban Mass Transportation Administration (UMTA). The 1990 budget includes $5.8 million in operating and capital assistance from UMTA.

The Authority's Metro division currently operates approximately 275 large coaches over its route structure and carries over 18 million riders annually. The Authority accomplishes this with a work force of approximately 800 persons of which over 20% are female and nearly 50% minority.

The Authority also operates a KCI Airport Express Division. All revenues for the operation of this service are derived from operations. The service is not subsidized. The operation has approximately 30 employees and provides approximately 85,000 passenger trips per year. This division's operating budget is approximately $1 million.

Another separate operation is Share-A-Fare the demand responsive transportation service for the elderly and persons with disabilities. With an annual budget of $1.3 million, Share-A-Fare transports over 3,000 passengers over 750,000 miles annually in Kansas City. The ATA also makes over $130,000 of its federal operating funds available to similar demand response services in the metropolitan area communities of Kansas City, Kansas, Independence, Liberty, Missouri and Johnson County, Kansas.

In 1988, the Authority received a $22.8 million Section 3 discretionary grant from the Urban Mass Transportation Administration, to be matched with approximately $7 million in local funding. Major projects included in this grant are a new, modern passenger transfer facility located in the heart of downtown Kansas City, Missouri; the acquisition of 93 new large and small buses; construction of new Authority buildings to provide better quarters for vehicle and facility maintenance and central administration; and the acquisition of an automatic vehicle locater system to provide better management feedback and control of schedule adherence. In the past 3 years a total of 133 new large buses have been purchased, all with wheelchair lifts. Every large bus route is now accessible to wheelchair users seven days a week.

These capital improvements in combination with previous changes implemented between 1985 and the present have resulted in a much improved transit product.

However, while the Authority has been pursuing these bus operational improvements, it has also been looking to the future---to the 21st Century.

For the past four years the Authority has been conducting a primarily locally-funded planning effort to determine the desirability of establishing a rapid transit component to the public transportation system, including the most logical locations for light rail lines. As a result of this nearly three-quarter of a million dollar effort, there exists in Kansas City today a financial and community support base for proceeding with a Phase I rail project.

The Authority's Board of Commissioners has a strong belief in the viability of a rail project. As a result authorization was granted by the Board last year to complete the series of steps required by the Urban Mass Transportation Administration (UMTA) in order to qualify for federal financial participation in the project's construction cost.

Because of the rail line's location we are convinced that projected rail ridership will more than justify federal involvement. The Authority expects to have a completed Alternatives Analysis/Draft Environmental Impact Statement completed by mid-1991. Even without the desired detail of the Alternatives Analysis, the corridor being considered generates over 30,000 bus passengers per day on existing service, a daily transit ridership well in excess of minimum criteria used by UMTA. A delay in the availability of Preliminary Engineering funding for our proposed project would be very detrimental because it would significantly reduce our ability to have this line operating when the recently announced expansion of our downtown convention center is complete.

We are therefore requesting Preliminary Engineering funding from the federal Fiscal Year 1991 budget so that local officials do not lose momentum on the project and can continue to expand on our existing local support base.

PROJECT BACKGROUND

In December 1975, the Mid-America Regional Council (MARC), the agency designated by the States of Missouri and Kansas and the U. S. Department of Transportation as the official Metropolitan Planning Organization for the Kansas City area, approved a long-range transit plan for the Kansas City metropolitan region. This plan was the result of an extensive four-year planning effort among many participants in the Kansas City area. The plan included a provision for twenty-four miles of fixed-guideway rapid transit using the light rail technology, radiating from downtown Kansas City, Mo. to various parts of the metropolitan area. Ridership forecasts prepared during plan development showed that these future rail lines were feasible. Plan approval by MARC provided the initial basis for the specific projects included in the plan to be eligible for federal funding assistance.

In 1981, the City of Kansas City, Missouri, and the KCATA began to acquire a parcel of land known as the Country Club Right-of-Way. This 7.4 mile long strip of land from Kansas City's Westport area through the Country Club Plaza and further south was the identical corridor through which Kansas City's most successful streetcar route previously operated, and was still intact as a virtually unaltered rail corridor. The Authority's objective in acquiring this land parcel was for a light rail transit line as suggested in the 1975 long-range plan. This right-of-way forms the southern portion of one of the two major lines identified in the 1975 MARC plan as warranting light rail.

The other rail line identified in the 1975 Long Range plan parallels the Country Club line and has been designated as the Bruce Watkins Drive line. This line is located in the right-of-way of a federal-aid freeway-parkway currently under construction. The Authority, in consultation with the Missouri Highway and Transportation Department, has developed a public transit routing plan for this line which utilizes the highway right-of-way for nearly its entire length.

The surge of development/redevelopment which began to occur in Kansas City in the mid-1980's, particularly in the Central Business District and Country Club Plaza areas, and the resolution of lengthy litigation over the proposed Bruce R. Watkins Memorial Drive, prompted the KCATA to move forward with additional rapid transit planning. Concerned that development was occurring that might complicate and increase costs of the future construction of LRT, and to begin to respond to changing community transit needs in general, the Authority sought to provide more useful, detailed technical data on the specific track alignment in the two main travel corridors which had been identified in the 1975 plan. Each line is approximately eleven (11) miles in length, from a shared downtown alignment to each line's southern terminus. The two lines and their common segment, the Authority's proposed Phase I project, are shown on Exhibit 1.

As a result of this local planning effort, the KCATA Board of Commissioners formally endorsed these two lines as the highest priorities for construction of rail transit in the Kansas City area. Additionally, the Board has endorsed the concept of construction "at-grade"; i.e., without subways or elevated structures, as a means of reducing total construction costs. The Authority's rail consultant has estimated the average construction cost of these lines at approximately $15 million per mile.

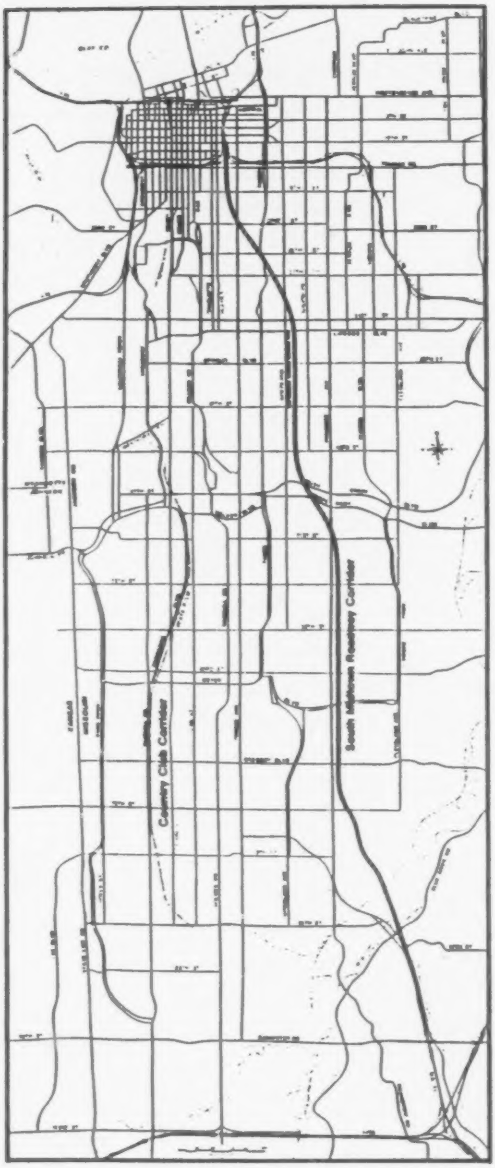

Country Club Corridor
South Midtown Roadway Corridor

Exhibit 1
Country Club Corridor and South Midtown Roadway Corridor

— — — Additional Right of Way Acquisition Proposed

▨ Conceptual Engineering Underway

Light Rail Transit Study
Kansas City Area Transportation Authority
HNTB/PARSONS BRINCKERHOFF

PROPOSED PROJECT

The KCATA has also conducted an analysis of fiscal feasibility as part of this planning effort. As a result, the Board determined that a staging of construction would be the most appropriate course of action. Accordingly, the Phase I project of approximately 2.3 miles in length has been identified in the Central Business District of Kansas City, Missouri between the Market area and the Crown Center-Union Station complex. This would be a common element of both of the lines identified in the planning study and of any additional future rail lines to other parts of the metropolitan area. Authority rail engineering consultants estimate the construction cost of this first phase section to be approximately $61 million.

While it represents the first phase of two longer rail lines, this proposed Phase I project is warranted on its own merits from a ridership and operational view. The line would connect two of the most intensely developed activity centers in the metropolitan area, Kansas City, Missouri's downtown and the mixed-use Crown Center complex.

There are approximately 100,000 persons currently employed in these two centers and an existing high level of travel interchange exists between the two. The expected employment increase of approximately 30% over the next 20 years in this area demonstrates the likelihood of significant rail transit ridership as densities and congestion levels increase.

The idea of a direct rail transit connection between these two activity centers is one of the focal points of a comprehensive development study conducted in 1987 by the City of Kansas City and approved by the City Council with extensive participation by area business and civic leadership. Construction of this rail link would enhance other public and private sector investment in helping to achieve the growth, development, and eventual linkage of these two activity centers.

The Authority would like to point out that this first stage project is part of the Kansas City rail line described in the publication, Urban Rail in America, funded by the Urban Mass Transportation Administration several years ago. That study comprises an independent, objective evaluation of the potential for rail transit "new starts" and extensions in cities across America. We suggest that reference to that report would be useful in evaluating the justification for this project.

The KCATA Board has endorsed construction of this Phase I project using the specific track alignment recommended by the Authority's rail consultant and the City of Kansas City, Missouri. This alignment is shown on Exhibit 2.

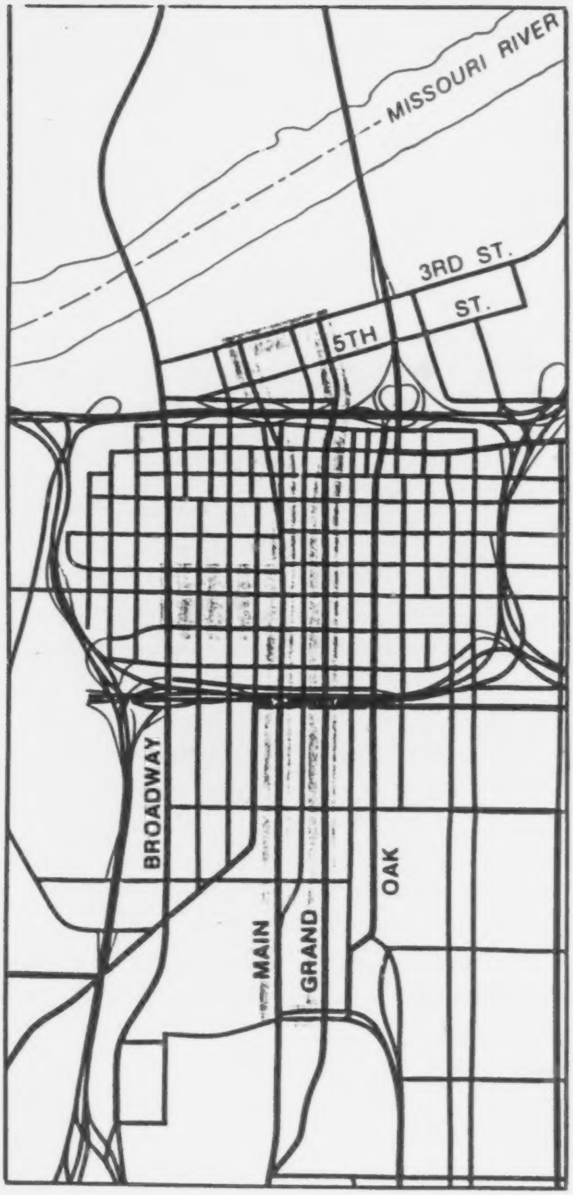

MISSOURI RIVER
3RD ST.
5TH
ST.
BROADWAY
MAIN
GRAND
OAK

Exhibit 2
Downtown to Crown Center Segment

Light Rail Transit Study
Kansas City Area Transportation Authority
HNTB/PARSONS BRINCKERHOFF

The Board has also authorized the completion of additional studies necessary to apply for federal capital assistance.

FINANCIAL CAPACITY

It is the Authority's intention to ultimately construct both of the two rail lines as well as those in other parts of the Kansas City area including our rapidly-growing Kansas suburbs.

Our zeal, however, will always be tempered by a high degree of caution and reluctance to entertain any venture which does not appear financially feasible. As a result of this philosophy, we are proposing an affordable and effective Phase I light rail project.

Our projections assume that a 75% share of the estimated project construction cost of $61 million, or $45.75 million, will be funded by the Urban Mass Transportation Administration (UMTA) Section 3 Capital program.

The Authority's proposed project and Kansas City's entrance into the federal major capital investment planning process have been made possible by a secure source of long-term local capital financing. This financing capability was provided during 1989 by the Missouri Legislature and Governor in permanently extending the capital portion of the one-half percent mass transportation sales tax in Kansas City, Missouri. This state legislative victory was achieved with the strong leadership and assistance of the City of Kansas City and the Chamber of Commerce of Greater Kansas City.

The presence of this revenue resource will enable the Authority to exercise one of the powers granted to it by the Congress in the 1965 Compact, namely, the ability to issue revenue bonds.

The 1989 action by the Missouri Legislature provides a means for the Authority to assure the security for such revenue bonds. It is the Authority's intention to utilize bonding capability to provide the local match for the proposed Phase I light rail project between downtown Kansas City and Crown Center with a loop extension to the Kansas City Convention Center. The local share of this proposed Phase I project is approximately $15.25 million, an amount which can be accommodated with bonding authority backed by the permanent extension of the current sales tax. No additional local tax increase is needed.

Kansas City's plan is also distinguished by its stable and dependable funding source for operations. We have carefully examined our resources for the future in order to assure that we will be able to support this additional rail component to our region's transit system. We are fortunate to have in effect a one-half cent mass transportation sales tax. This has been in place since 1973. After reviewing operating cost information from several other transit agencies which initiated new rail service in the past ten years, and conducting an evaluation of our own future operating cost levels, we have determined that the operating costs of the proposed Phase I 2.3 mile line can be supported within the Authority's current operating budget and revenue support structure.

The Authority will, of course, continue to evaluate this in greater detail as we progress towards construction of this initial line.

The Authority is also encouraged about the prospects for additional direct transit capital and operating funding support from the State of Missouri. The Missouri Legislature will be considering a major statewide transportation funding initiative during the next year. The state's public transportation industry has suggested funding options which would result in direct transit funding at the state level for the first time. Passage of legislation providing such funding would further strengthen the Authority's ability to support rail and bus transit operations.

PROJECT IMPACT

The Authority realizes that the committee is aware of the positive transportation and development impact that a light rail transit construction project can have based on experiences in Portland, Oregon, and both San Jose and San Diego, California. The Authority is also aware of less successful efforts, but the lessons learned provide an invaluable opportunity to avoid potential pitfalls. We also understand that rail's real economic impact often is not realized until five or more years after initial rail service begins. What is clear is that there is a direct and real relationship between a public rail investment and increased private sector investment along the rail line, to the overall benefit of the community.

The Authority's proposed Phase I rail project is part of our effort to provide both a development stimulus and an alternative transportation option for the more than 130,000 workers projected to be employed in the project area within the next 20 years. This represents an increase of more than 30% over current employment in the same area. Although we are awaiting the results of the Alternatives Analysis which will project the rail ridership impact of these employment increases, the Authority is convinced that these increases when combined with existing transit ridership levels in this travel corridor will demonstrate the importance of this project.

We wish to point out that these forecast employment increases represent our best estimate of the impact of the recently-announced expansion of Kansas City's convention center and the associated private sector investment in downtown Kansas City which will be stimulated by the resulting increases in convention, retail, and social-recreational traffic. The Authority's transit ridership forecasts will not reflect the certain positive economic impact of the rail line itself although we are convinced that these will be substantial.

Our proposed Phase I rail construction project will be one of the most important economic development and transportation projects which could be undertaken to help in the redevelopment effort. It would provide the basis for the private sector to begin to make additional investments in residential and entertainment activities. The Bartle Hall (Convention Center) initiative is a significant first step in this regard. The expanded Convention Center will make a very forceful statement to visitors about the spirit and vision of this community and its commitment to the future. Light rail will similarly enhance that vision.

In a recent Kansas City Star column, Robert Freilich, one of the nation's leading land-use attorneys and a professor of Urban Law at the University of Missouri-Kansas City stated that light rail transit could be a great stimulus to development along its route. Professor Freilich stated that, "it's important because Kansas City is really a linear city; downtown, Crown Center, Westport, The Plaza, the University area-they're all in a line." The provision of a rail transit linkage to serve this area, would provide an orienting element to the central core. It would reinforce the impact of existing private sector investment and encourage additional investment. This element of orientation, of linking these various activity centers, is particularly important for tourists and conventioneers. The message: a very attractive city with a modern transit system providing convenient access to these activity centers.

The presence of such a rail transit line in Kansas City would integrate the hotel and convention facilities and serve as an attraction to people here and all around the region.

The Authority is expecting approval from UMTA to begin an Alternatives Analysis in this travel corridor by mid-1990. The Authority expects the Alternatives Analysis to demonstrate and confirm the fiscal and ridership feasibility of a rail line south from downtown Kansas City. Our expectations are based on the documented 40% increase in per capita trip-making which has been occurring in the Kansas City area for the past several years and the large employment increases (in absolute numbers and percentage) in the area through which the proposed line would be located.

These increases result in corridor level employment levels well in excess of those used to forecast rail transit ridership during Kansas City's initial rail feasibility study in 1975. That study forecast rail transit patronage of nearly 30,000 daily riders along the proposed rail line and led the professional rail transit consultants to recommend consideration of light rail in the area.

When combined with the employment and activity level increases which have been forecast as a result of the near term doubling in size of Kansas City's downtown Convention Center and the current employment increases in major activity centers along the line including Hallmark's Crown Center complex, the Authority feels that a sound basis exists for expecting the proposed line to be well-justified.

The Authority believes that the best basis for continuation of local project support of the proposed 2.3 mile Phase I construction project would be the assurance that funding for the Preliminary Engineering phase will be available immediately upon completion of Alternatives Analysis.

In order to demonstrate the extent of current community support for the project we propose, we have enclosed documentary evidence from major civic, economic development, governmental, and neighborhood agencies and organizations including the Authority's Board of Commissioners, the Chamber of Commerce of Greater Kansas City, the Greater Kansas City Convention and Visitors Bureau, the Mid-America Regional Council and the City of Kansas City, Missouri.

There is a clear recognition among these groups and others of the need to work together to maximize our effectiveness in addressing the breadth of urban development opportunity that exists in the Kansas City area. As a bi-state metropolitan area we are particularly aware of the need for that spirit of cooperation. Building our 2.3 mile light rail and integrating it into an improved overall transit network is the next step. We need your support to take that step.

We urge your consideration of our funding request for Preliminary Engineering funding for our proposed project from the federal Fiscal Year 1991 budget.

A Resolution Endorsing Construction of Light Rail Transit in the Kansas City Area

Whereas, the long range transit plan for the Kansas City Metropolitan area prepared by the Mid America Regional Council in 1975 proposed construction of light rail transit lines in those travel corridors forecast to have the highest transit usage in the future, and

Whereas, the update of the long range transit plan for the Kansas City area also prepared by the Mid America Regional Council in 1980 identified additional travel corridors where light rail transit would be feasible, and

Whereas, the Kansas City Area Transportation Authority has been employing the adopted long range plan prepared in 1975 and its 1980 update in all additional light rail transit planning projects, and

Whereas, the Kansas City Area Transportation Authority has been conducting a rail transit alignment study in the Bruce R. Watkins Drive and Country Club travel corridors, and

Whereas, the Bruce R. Watkins Drive and Country Club travel corridors were identified in both the 1975 long range plan and the 1980 long range plan update as the two travel corridors with the highest potential future transit ridership, and

Whereas, the purpose of the current study being conducted by the Authority is to identify the specific track alignment of light rail transit lines in the Bruce R. Watkins Drive and Country Club travel corridors, and

Whereas, the Board of Commissioners has previously endorsed the Bruce R. Watkins and Country Club travel corridors as the two highest priority corridors for construction of rail transit in the Kansas City area, and

Whereas, light rail transit, operating in an at-grade surface configuration, has been identified by the Authority as the most appropriate rail technology and operating configuration option for the Kansas City area, and

Whereas, the Grand-Main plan endorsed by the City of Kansas City, Missouri includes provision for light rail transit in an at-grade operating configuration, and

Whereas, the Kansas City Area Transportation Authority has participated in a partial funding of improvements to implement the Grand-Main corridor improvements plan in order to ensure that development in the corridor will be consistent with future construction of light rail transit, and

Whereas, continued and forecast additional growth of employment and development of the entire central core area of Kansas City, Missouri has resulted in conditions which increase the need for construction of light rail transit,

NOW THEREFORE BE IT RESOLVED THAT THE BOARD OF COMMISSIONERS OF THE KANSAS CITY AREA TRANSPORTATION AUTHORITY:

1. Endorses construction of light rail transit lines in both the Bruce R. Watkins Drive and Country Club travel corridors, as described in various Authority technical documents.
2. Endorses as the first segment of such construction a Phase I project located in Kansas City, Missouri between the Market area south of and adjacent to the Missouri River, and the Crown Center/Union Station complex because this segment is the common element to both the Bruce R. Watkins Drive and Country Club corridors, and because downtown Kansas City, Missouri is the focal destination and common element of any additional, future rail corridors to other parts of the metropolitan area.
3. Endorses construction of this Phase I project using the specific track alignment recommended by the Authority's rail consultant and the City of Kansas City, Missouri in the Grand-Main plan.
4. Approves of the Phase I track alignment subject to such changes as may be necessary as a result of detailed project engineering and design.
5. Endorses construction of additional light rail transit segments and lines in stages as available funding permits.

6. Authorizes additional studies necessary in order to apply for federal capital assistance funding.

7. Endorses additional preliminary planning studies necessary prior to construction of additional light rail transit lines in the following areas identified in the long range transit plan approved by the Mid America Regional Council in 1980:

    a. north of downtown Kansas City extending to Kansas City International Airport;
    b. east of downtown Kansas City to the Harry S. Truman Sports Complex and beyond;
    c. west from downtown Kansas City to Kansas City, Kansas; and
    d. southwest from downtown Kansas City, Missouri extending into Johnson County.

RG:jc

Know All Men by These Presents: I, the undersigned, the duly elected and acting Chairman of the Kansas City Area Transportation Authority, do hereby, certify that the within and foregoing resolution was adopted by the Authority on the 17th day of August, 1988, and that the same does now constitute the official action of the Authority.

In Witness Whereof, I have hereunto subscribed my name and affixed the seal of the Kansas City Area Transportation Authority this 30th day of April, 1990.

H C Breen

Chairman, Howard Breen
Kansas City Area Transportation Authority

LETTER FROM RICHARD BERKLEY, MAYOR, KANSAS CITY, MO

The Honorable Frank R. Lautenberg
Chairman, Subcommittee on Transportation
Senate Committee on Appropriations
Washington, D.C. 20510

April 27, 1990

Dear Senator Lautenberg:

It is our understanding that the Kansas City Area Transportation Authority is submitting testimony in support of their request for Preliminary Engineering funding which is necessary to pursue the construction of Light Rail Transit in Downtown Kansas City. For a number of reasons, we strongly urge you to support provision of this funding because it will both provide needed transportation in and assure the vitality of Kansas City's central city.

During the 1980's, Kansas City has experienced remarkable growth in its Downtown core. Very recently, our citizens passed yet another major public improvements effort which will lead to the doubling of our Downtown convention facilities. Kansas City generally experienced its greatest era of economic expansion during the last decade. This expansion has helped begin the revitalization of Downtown and has encouraged the return of numerous Kansas Citians to the central core.

The construction of Light Rail Transit in Downtown Kansas City would assure the continued revitalization of the core of the City. It is also necessary to link the City's new convention facilities with the rest of Downtown Kansas City and the Crown Center Complex, which constitute the largest employment centers in the Metro area. Perhaps even more importantly, Light Rail would decrease traffic and congestion in the central core and assure a higher quality of life for our citizens.

For all these reasons, this Light Rail project is vital to the future of Kansas City. We would greatly appreciate your support of our Metro Transportation Agency's efforts in partnership with us to at last return the street cars to Mid-America.

Very truly yours,

Dick Berkley
Richard Berkley, Mayor
City of Kansas City, Missouri

Emanuel Cleaver, II, Mayor Pro-Tem
City of Kansas City, Missouri

LETTER FROM PETER S. LEVI, PRESIDENT, KANSAS CITY CHAMBER OF COMMERCE

April 26, 1990

Mr. Richard F. Davis
General Manager
Kansas City Area Transportation
  Authority
1750 East 17th Street
Kansas City, Missouri 64108

Dear Mr. Davis:

The Chamber of Commerce of Greater Kansas City has, for some time, supported the Kansas City Area Transportation Authority's plan to construct a light rail transit line through downtown Kansas City connecting south to the Crown Center complex. This is the first component of the Authority's long-range plan to construct other lines throughout the metropolitan area.

The enclosed resolution was adopted by the Chamber Executive Committee on October 14, 1988, and remains the policy statement of the Chamber regarding light rail. The resolution points out the importance of light rail to the region not only in terms of mobility, but also as it relates to economic development and environmental concerns.

Finally, the resolution also clearly points out the support of the Chamber of Commerce for the planning and engineering studies necessary before a construction grant can be approved.

Sincerely,

Peter S. Levi

Peter S. Levi
President

A RESOLUTION ENDORSING CONSTRUCTION OF LIGHT RAIL TRANSIT IN THE KANSAS CITY AREA

WHEREAS, the Long Range Transit Plan for the Kansas City metropolitan area prepared by the Mid-America Regional Council (MARC) in 1975 proposed construction of light rail transit lines in those travel corridors forecast to have the highest transit usage in the future, and

WHEREAS, the update of the Long Range Transit Plan for the Kansas City area also prepared by MARC in 1980 identified additional travel corridors where light rail transit would be feasible, and

WHEREAS, the Kansas City Area Transportation Authority has been employing the adopted Long Range Plan prepared in 1975 and its 1980 update in all additional light rail transit planning projects, and

WHEREAS, the Kansas City Area Transportation Authority has been conducting a rail transit alignment study in the Bruce R. Watkins Drive and Country Club travel corridors, and

WHEREAS, the Bruce R. Watkins Drive and Country Club travel corridors were identified in both the 1975 Long Range Plan and the 1980 Long Range Plan update as the two travel corridors with the highest potential future transit ridership, and

WHEREAS, the purpose of the current study being conducted by the Authority is to identify the specific track alignment of light rail transit lines in the Bruce R. Watkins Drive and Country Club travel corridors, and

WHEREAS, the Kansas City Area Transportation Authority has previously endorsed the Bruce R. Watkins and Country Club travel corridors as the two highest priority corridors for construction of rail transit in the Kansas City area, and

WHEREAS, light rail transit, operating in an at-grade surface configuration, has been identified by the Authority as the most appropriate rail technology and operating configuration option for the Kansas City area, and

WHEREAS, the Grand-Main plan endorsed by the City of Kansas City, Missouri includes provision for light rail transit in an at-grade operating configuration, and

WHEREAS, continued and forecast additional growth of employment and development of the entire central core area of Kansas City, Missouri has resulted in conditions which increase the need for construction of light rail transit, and

WHEREAS, an economic evaluation of light rail transit in Kansas City performed in 1975 by the Midwest Research Institute concluded that construction of light rail transit would result in at least an average 77% increase in total direct and induced income above initial construction costs, and

WHEREAS, other communities in which light rail transit has been constructed have documented an economic return to the community of at least double the initial construction investment, including significant enhancement of the convention and visitor industry, and

WHEREAS, evidence from light rail transit systems which have existed for many years indicates that the most significant economic impacts of these systems normally are realized on a longer term basis, and

WHEREAS, the benefits to the entire Kansas City community of a public sector investment in light rail transit includes various factors such as air quality improvements, energy conservation, more efficient use of land resources, and others, which are beyond and in addition to the normal balance sheet of the rail project itself, and

WHEREAS, MARC has estimated that vehicles are responsible for one-third of the emissions forming ozone (smog) in the region, and the use of such vehicles will be reduced by light rail transit, and

WHEREAS, improvements in these "quality of life" factors are important to improving the climate for general business activitiy in the Kansas City area, NOW, THEREFORE, BE IT RESOLVED THAT THE CHAMBER OF COMMERCE OF GREATER KANSAS CITY:

1. Endorses construction of light rail transit lines in both the Bruce R. Watkins Drive and Country Club travel corridors.

2. Endorses as the first segment of such construction a Phase I project located in Kansas City, Missouri between the Market Area south of and adjacent to the Missouri River, and the Crown Center/Union Station complex because this segment is the common element to both the Bruce R. Watkins Drive and Country Club corridors, and because downtown Kansas City, Missouri is the focal destination and common element of any additional, future rail corridors to other parts of the metropolitan area.

3. Endorses construction of this Phase I project using the specific track alignment recommended by the Authority's rail consultant and the City of Kansas City, Missouri in the Grand-Main plan.

4. Approves of the Phase I track alignment subject to such changes as may be necessary as a result of detailed project engineering and design.

5. Endorses construction of additional light rail transit segments and lines in stages as available funding permits.

6. Endorses additional preliminary planning studies necessary prior to construction of additional light rail transit lines in the following areas identified in the long range transit plan approved by the Mid-America Regional Council in 1980:

    1. North of downtown Kansas City extending to Kansas City International Airport.
    2. East of downtown Kansas City to the Harry S. Truman Sports Complex and beyond.
    3. West from downtown Kansas City to Kansas City, Kansas.
    4. Southwest from downtown Kansas City, Missouri extending into Johnson County.

Resolution adopted by the Chamber of Commerce of Greater Kansas City Executive Committee on October 14, 1988.

LETTER FROM JAMES L. HUTCHINSON, PRESIDENT, CONVENTION AND VISITORS BUREAU OF GREATER KANSAS CITY

November 16, 1988

Mr. Ronald Guglielmino
Rail Project Manager
KANSAS CITY AREA TRANSPORTATION AUTHORITY
1350 East 17th Street
Kansas City, MO 64108

Re: METRORAIL

Dear Ron,

In accordance with your request, the Executive Committee of the Convention and Visitors Bureau of Greater Kansas City, at its meeting on November 14, 1988, took up for consideration the matter of a proposed light rail transportation system for Kansas City, Missouri.

After discussion, the committee unanimously approved a resolution endorsing the construction of such a system, and a copy of that resolution is attached to this letter for your information and file.

Please be further advised that the Executive Committee also unanimously voted to support any proposed legislation to make the current one-half cent mass transportation sales tax levied here in Kansas City a permanent tax so that revenue bonds which may be issued to fund the construction of this system can be successfully marketed.

Hopefully, this action will be of assistance in your efforts on this matter.

Cordially,

Jim Hutchinson

James L. Hutchinson
President

Enclosure

A Resolution Endorsing Construction of Light Rail Transit in the Kansas City Area

Whereas, the Long Range Transit Plan for the Kansas City metropolitan area prepared by the Mid America Regional Council in 1975 proposed construction of light rail transit lines in those travel corridors forecast to have the highest transit usage in the future, and

Whereas, the update of the Long Range Transit Plan for the Kansas City area also prepared by the Mid America Regional Council in 1980 identified additional travel corridors where light rail transit would be feasible, and

Whereas, the Kansas City Area Transportation Authority has been employing the adopted Long Range Plan prepared in 1975 and its 1980 update in all additional light rail transit planning projects, and

Whereas, the Kansas City Area Transportation Authority has been conducting a rail transit alignment study in the Bruce R. Watkins Drive and Country Club travel corridors, and

Whereas, the Bruce R. Watkins Drive and Country Club travel corridors were identified in both the 1975 Long Range Plan and the 1980 Long Range Plan update as the two travel corridors with the highest potential future transit ridership, and

Whereas, the purpose of the current study being conducted by the Authority is to identify the specific track alignment of light rail transit lines in the Bruce R. Watkins Drive and Country Club travel corridors, and

Whereas, the Kansas City Area Transportation Authority has previously endorsed the Bruce R. Watkins and Country Club travel corridors as the two highest priority corridors for construction of rail transit in the Kansas City area, and

Whereas, light rail transit, operating in an at-grade surface configuration, has been identified by the Authority as the most appropriate rail technology and operating configuration option for the Kansas City area, and

Whereas, the Grand-Main plan endorsed by the City of Kansas City, Missouri includes provision for light rail transit in an at-grade operating configuration, and

Whereas, continued and forecast additional growth of employment and development of the entire central core area of Kansas City, Missouri has resulted in conditions which increase the need for construction of light rail transit, and

Whereas, an economic evaluation of light rail transit in Kansas City performed in 1975 by the Midwest Research Institute concluded that construction of light rail transit would result in at least an average 77% increase in total direct and induced income above initial construction costs, and

Whereas, other communities in which light rail transit has been constructed have documented an economic return to the community of at least double the initial construction investment, and

Whereas, evidence from light rail transit systems which have existed for many years indicates that the most significant economic impacts of these systems normally are realized on a longer term basis, and

Whereas, the benefits to the entire Kansas City community of a public sector investment in light rail transit includes various factors such as air quality improvements, energy conservation, more efficient use of land resources, and others, which are beyond and in addition to the normal balance sheet of the rail project itself, and

Whereas, improvements in these "quality of life" factors are important to improving the climate for general business activity in the Kansas City area,

NOW THEREFORE BE IT RESOLVED THAT THE CONVENTION AND VISITORS BUREAU OF GREATER KANSAS CITY:

1. Endorses construction of light rail transit lines in both the Bruce R. Watkins Drive and Country Club travel corridors, as described in various Authority technical documents.

2. Endorses as the first segment of such construction a Phase I project located in Kansas City, Missouri between the Market area south of and adjacent to the Missouri River, and the Crown Center/Union Station complex because this segment is the common element to both the Bruce R. Watkins Drive and Country Club corridors, and because downtown Kansas City, Missouri is the focal destination and common element of any additional, future rail corridors to other parts of the metropolitan area.

3. Endorses construction of this Phase I project using the specific track alignment recommended by the Authority's rail consultant and the City of Kansas City, Missouri in the Grand-Main plan.

4. Approves of the Phase I track alignment subject to such changes as may be necessary as a result of detailed project engineering and design.

5. Endorses construction of additional light rail transit segments and lines in stages as available funding permits.

6. Endorses additional preliminary planning studies necessary prior to construction of additional light rail transit lines in the following areas identified in the long range transit plan approved by the Mid America Regional Council in 1980:

    1. North of downtown Kansas City extending to Kansas City International Airport.
    2. East of downtown Kansas City to the Harry S. Truman Sports Complex and beyond.
    3. West from downtown Kansas City to Kansas City, Kansas.
    4. Southwest from downtown Kansas City, Missouri extending into Johnson County.

STATEMENT OF THE METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

MARTA FY'91 FEDERAL FUNDING REQUEST

EXECUTIVE SUMMARY

System Description

The approved MARTA rail system consists of 60 miles of heavy rail lines, 45 stations and 33,000 parking spaces. Thirty-two miles of track and 29 stations are in service (Phases A and B, as well as all of C, except the line between Chamblee and Doraville). An additional 12 miles and 6 stations are under development and will open for passenger service between 1992 and 1995. This includes Phase D -- a ten-mile, five-station expansion of the operating system.

System Expansion Beyond Phase D

The North Atlanta Corridor of the MARTA service area is one of the fastest growing corridors in the Region. The central portion of the Corridor is becoming a dense urban center which rivals Downtown Atlanta. Accelerated growth has resulted in significant traffic congestion and delays. Use of public transportation is increasing due, in large part, to reverse commuters from the City of Atlanta traveling to jobs provided by the new employment centers in the corridor. The first transportation improvement which MARTA will make in this corridor is a six-mile, two-station rail line which will be built in the median of a highway facility called Georgia 400. This $230 million line will be financed completely with local funds. There will be stations at Buckhead, a major commercial office and retail center and at the Medical Center complex, a major concentration of hospitals and related medical activities.

This portion of the North Line is under construction. MARTA proposes to expand public transportation in this job-rich corridor by extending the North Line 3.1 miles beyond the Medical Center and adding three (3) stations. Federal funds are requested for the extension.

FY'91 Federal Funding Request

MARTA respectfully requests the Appropriations Committees of the United States Congress to earmark $43.6 million in FY 1991 UMTA Section 3 funds for construction of its North Line Project.

This level of funding, plus the $52.5 million earmarked for the project by the Congress last year, will permit the Authority to complete detailed design of the line between Medical Center and Dunwoody Station, including detailed design of the Station; acquire right-of-way throughout the corridor; and begin construction of the line from Medical Center to Dunwoody. The justification, rationale and background supporting this request are set out in the following pages of this request.

OVERVIEW OF MARTA

The Metropolitan Atlanta Rapid Transit Authority (MARTA) is an independent single purpose agency created by the Georgia General Assembly to plan, build and operate public transportation in Metropolitan Atlanta. At the present time the System serves the three most populous jurisdictions in the Atlanta Region: the City of Atlanta, DeKalb County and Fulton County. (Very limited service also extends into Cobb, Clayton And Gwinnett Counties.)

In 1971, the voters of Atlanta, Fulton, and DeKalb approved a comprehensive public transportation plan, including bus improvements as well as construction of a rapid rail transit system. The voters also authorized the local governments to levy a 1% sales and use tax to fund these improvements.

Since 1971 MARTA has made numerous capital and service improvements involving the Bus System: new equipment; new maintenance and operating garages; passenger shelters; new bus routes; improved frequencies; extended operating hours; improved schedule information, etc. In addition. MARTA has been aggressively implementing the rapid rail transit plan.

The present operating system includes 1,500 route miles of bus service, 32 miles of rapid rail lines and 29 passenger stations. Annually, MARTA provides 45.5 million vehicle miles of bus and rail service to the citizens of the Atlanta Region. 150 million passengers board the combined system annually.

The MARTA Rail Plan

General Description

As approved by the voters in 1971 and as subsequently amended, the MARTA Rail Plan consists of 60 miles of heavy rail lines, 45 stations and 33,000 parking spaces. The network includes two (2) main trunk lines that intersect in the Atlanta Central Business District; four (4) rail branches; one (1) feeder rail line; and one busway (See Attachment #1).

Current Operating System

MARTA has been building the rail system in phases, giving priority to those phases which promise the greatest return on investment or which are given priority for reasons of construction staging or operating efficiencies.

MARTA has in service 32 miles of track, 29 stations and 17,000 parking spaces. All of Phases A and B (See Attachment #1) are in service as well as all of Phase C except the extension from Chamblee to Doraville.

Current Rail Construction Program

1. **Completing Phase C**

   MARTA has under development at the present time 12 miles of track and 6 stations. This includes the last part of Phase C -- two (2) miles of track and the Doraville Station. This portion is 40% complete and is scheduled to open in December 1992.

2. **Building Phase D**

   Phase D of the MARTA System consists of 10 miles of track and 5 stations. It includes three lines: 1) extension of the East Line from Avondale to Indian Creek -- 3 miles of track and 2 stations; 2) construction of a branch feeder line in the Proctor Creek Corridor -- between the Ashby Street Station and Bankhead Highway -- one mile of track and one station; and 3) the North Line from Lindbergh to the Medical Center -- six (6) miles of track and two (2) stations. All of Phase D is under development -- detail design, land acquisition as well as construction. Revenue service to Bankhead is scheduled to begin in mid-1992; to Kensington and Indian Creek in mid-1993; and to Buckhead and Medical Center in mid-1995.

   The total current estimated cost of Phase D is $449.9 million, of which the Urban Mass Transportation Administration (UMTA) is providing $135 million or 34%. All federal funds are being applied to the East Line extension from Avondale to Indian Creek. The feeder line in the Proctor Creek Corridor and the North Line to Medical Center are being built with local funds.

   When Phase D is completed in the mid-90's, MARTA's rail operating system will consist of 44 miles of track and

35 stations. UMTA is providing $1.5 billion or 53% of the $2.9 billion cost. The local share is $1.4 billion or 47%.

Future Expansion of Rail System: The North Line Extension

The Metropolitan Atlanta Region is one of the most robust urban areas in the United States. Its current population is 2.2 million, up from 1.8 million in 1980; employment is 1.2 million, up from 881,000 in 1980. In 2010, the Region's population will reach 3.7 million and employment 2.4 million.

The North Atlanta Corridor is the fastest growing corridor in the Region. Over the last 20 years, land has been converted from farms, woodlands and a few home sites to major institutional, office and retail uses. Property that was developed commercially ten to fifteen years ago is now being redeveloped to higher densities (Attachment #2).

The 1980 Census reported a population of 147,619 for the North Atlanta Corridor, or eight percent of the seven-county Region's total. Since 1980, the area has experienced a 61% increase in population, to 237,100. Employment has increased 119 percent, from 53,059 to 116,500. By the year 2010, population in the Corridor will be 431,000; employment will be 270,000.

The central portion of the Corridor is becoming a dense urban center which will soon rival downtown Atlanta. Sixteen million square feet of commercial space exist now or are under development in the central portion of the Corridor. Just north of the core another 30 million square feet of space exist or will be developed. This accelerated growth has resulted in significant traffic congestion and delays. At the same time, there is an increasing demand for public transportation to transport workers from the Central City to jobs in the Corridor.

Thus the MARTA North Line is the next logical phase of MARTA development. The line (See Attachment #1) branches off the Northeast Line in the vicinity of Lenox Square, one of the largest regional shopping centers in the metropolitan area. 5.7 miles of heavy rail and two (2) stations will be built in conjunction with a major highway improvement (GA 400). The rail line from Buckhead to Medical Center, estimated to cost $230 million, will be fully financed with local funds. Construction is already underway.

Extending public transit improvements further into the North Atlanta Corridor is considered by Atlanta region officials to be a matter of top priority. It is a Corridor of rapidly expanding job opportunities with major arterials and feeder streets operating at, or above, theoretical capacity levels. Moreover, public transportation improvements are needed in order to adequately serve patrons who have no other means of travelling to and from this job-rich Corridor. The study of alternative ways of extending public transportation further into this heavily congested Corridor is complete. Based on the technical results, extension of the rail line appears to be the best of six alternatives analyzed. MARTA is anticipating UMTA's release of the Draft Environmental Impact Statement in the near future and a final decision on a preferred alternative in early June.

FY'91 Federal Funding Request

The current estimated cost of the project -- Medical Center to North Springs -- is $499.9 million. This estimate does not include the cost of Preliminary Engineering but does include approximately $67 million to purchase additional vehicles. This estimate -- which is based on completion in 1997 -- is $28 million less than the estimate submitted to the Congress last year. The reduction in the estimate is due to better information and advancing the completion date by one (1) year.

MARTA expects to request a federal financial commitment to the Project of $374.9 million including $52.5 million earmarked last year by Congress. While this represents 75 % of the cost of the extension, it represents only 53% of the cost of the total 8.8 mile, 5 station North Line.

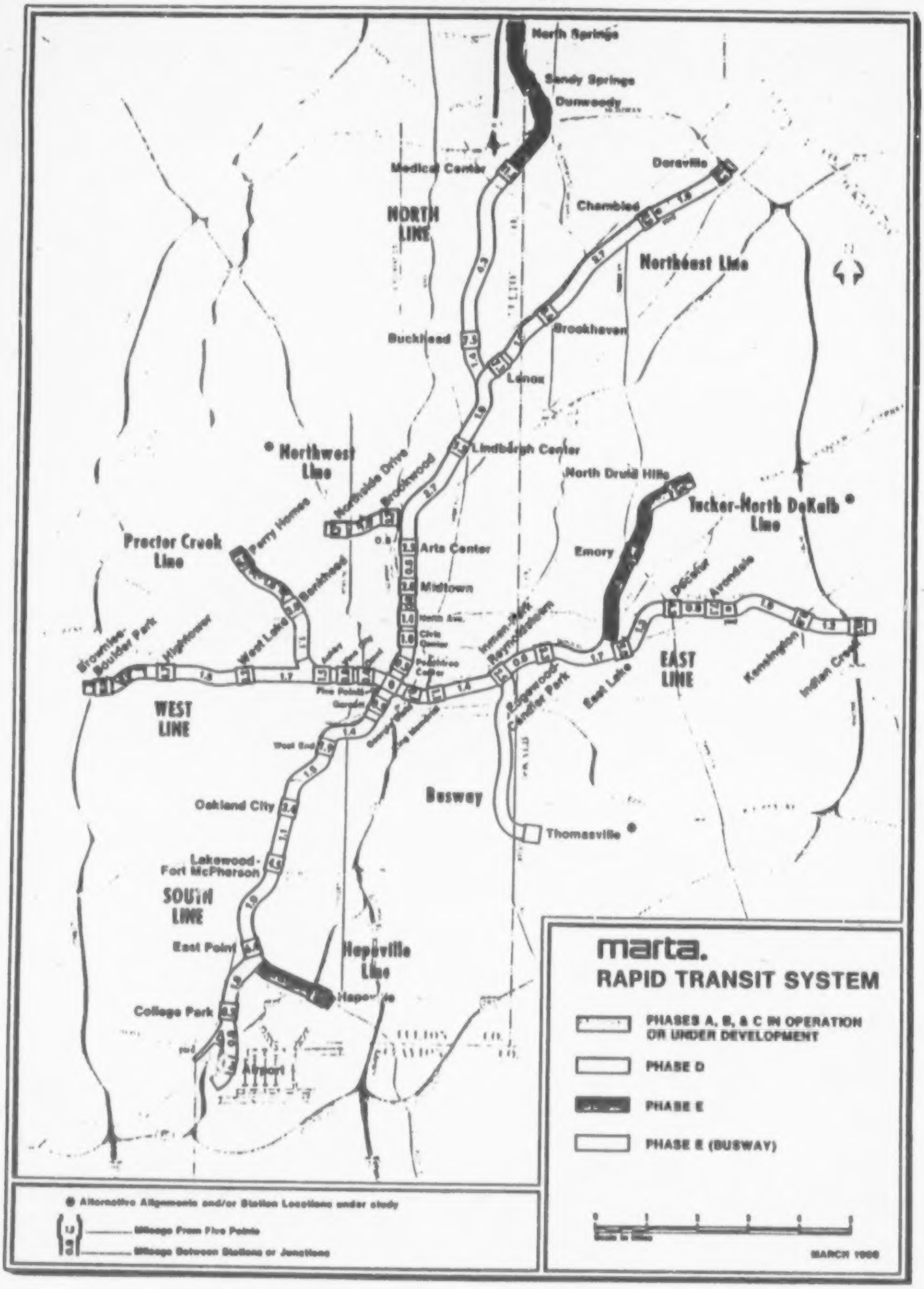
MARTA is requesting $43.6 million in FY'91 UMTA Section 3 Funds. This level of funding plus the $52.5 million earmarked for the Project by the Congress last year will permit the Authority to complete detailed design of the line between Medical Center and Dunwoody Station, including detailed design of the Station; acquire right-of-way throughout the corridor; and start construction of the line section from Medical Center to Dunwoody. This is an aggressive but realistic undertaking and it permits MARTA to take advantage of the skills and experience of the resources which have been assembled to implement Phase D.

Benefits of System Expansion

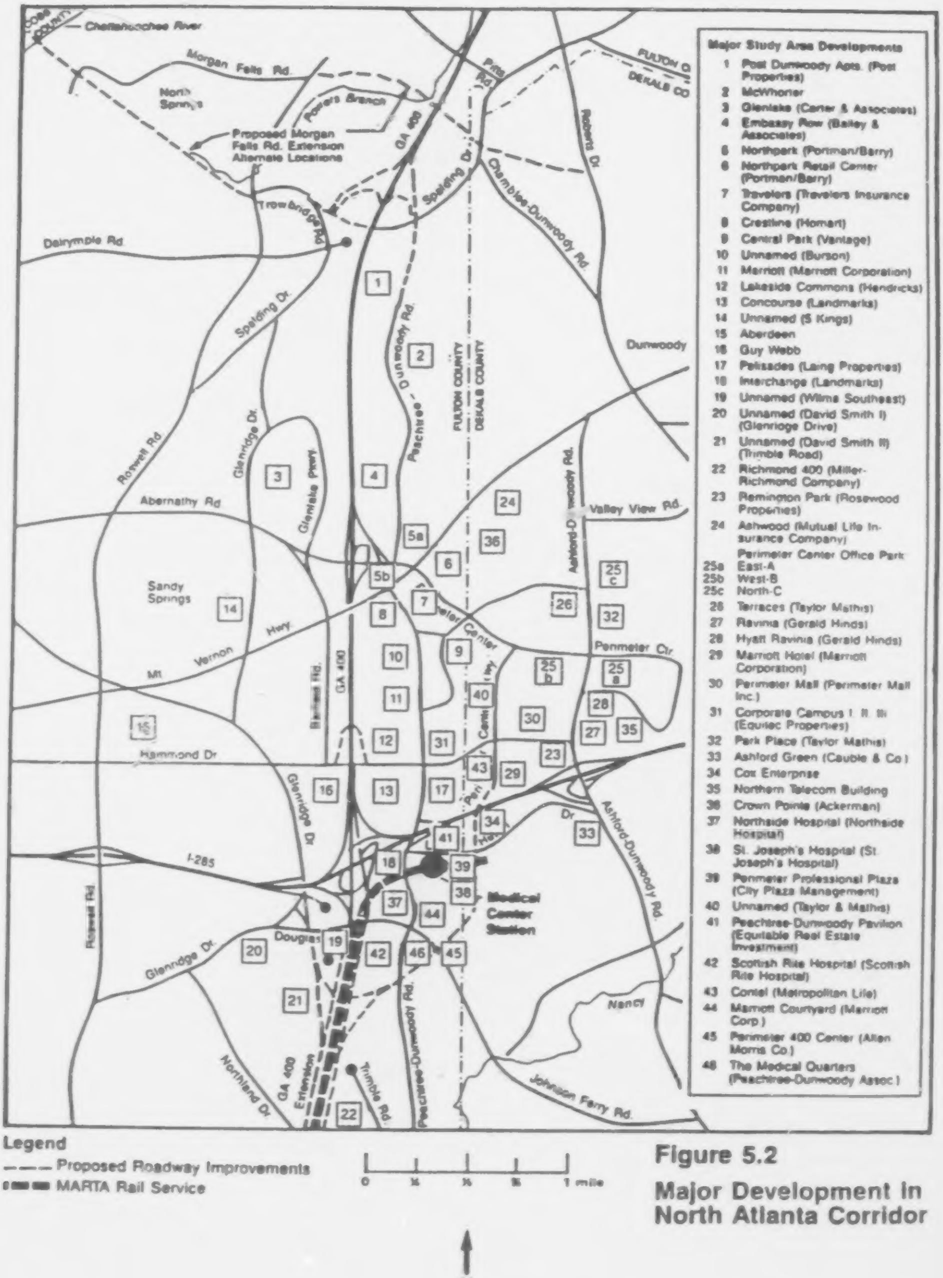
The addition of the North Line to the MARTA Rail System will provide substantial benefits in terms of increased ridership, especially reverse commuting from areas of high unemployment in the central city to job-rich suburban employment centers. In addition, further reductions in per passenger operating costs are expected along with improved travel time savings and positive impacts on commercial and retail development.

The North Atlanta Corridor is developing at a very rapid pace. Action now on the proposed MARTA expansion will help guide and shape the development and will avoid MARTA's having to build its rail facilities after development in the area has been completed (with the attendant disruptions and additional costs).

ATTACHMENT #1


North Springs
Sandy Springs
Dunwoody
Medical Center
Doraville
Chamblee
NORTH LINE
Northeast Line
Buckhead
Brookhaven
Lenox
Lindbergh Center
Northwest Line
North Druid Hills
Tucker-North DeKalb Line
Northside Drive
Brookwood
Perry Homes
Proctor Creek Line
Arts Center
Midtown
Emory
Bankhead
North Ave.
Civic Center
Peachtree Center
Decatur
Avondale
Kensington
Indian Creek
Inman Park-Reynoldstown
Browns-Boulder Park
Hightower
West Lake
Ashby
Five Points
Georgia
Edgewood-Candler Park
East Lake
EAST LINE
WEST LINE
West End
Oakland City
Busway
Thomasville
Lakewood-Fort McPherson
SOUTH LINE
East Point
Hapeville Line
Hapeville
College Park
Airport
marta.
RAPID TRANSIT SYSTEM
PHASES A, B, & C IN OPERATION OR UNDER DEVELOPMENT
PHASE D
PHASE E
PHASE E (BUSWAY)
Alternative Alignments and/or Station Locations under study
Mileage From Five Points
Mileage Between Stations or Junctions
Scale in Miles
MARCH 1980

ATTACHMENT #2


Chattahoochee River
COBB COUNTY
Morgan Falls Rd.
North Springs
Powers Branch
Proposed Morgan Falls Rd. Extension Alternate Locations
Trowbridge Rd
Dalrymple Rd
Spalding Dr.
GA 400
Pitts Rd.
FULTON CO
DEKALB CO
Roberts Dr.
Chamblee-Dunwoody Rd.
Peachtree-Dunwoody Rd.
FULTON COUNTY
DEKALB COUNTY
Dunwoody
Roswell Rd.
Glenridge Dr.
Glenlake Pkwy.
Abernathy Rd
Valley View Rd.
Ashford-Dunwoody Rd.
Sandy Springs
Mt Vernon Hwy.
Barfield Rd.
Perimeter Center
Perimeter Ctr.
Parkway
Hammond Dr
Glenridge Dr
I-285
Hammond Dr
Medical Center Station
Douglas
Glenridge Dr.
Northland Dr.
GA 400 Extension
Trimble Rd.
Peachtree-Dunwoody Rd.
Nancy
Johnson Ferry Rd.
1
2
3
4
5a
5b
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25 c
25 b
25 a
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
Legend
Proposed Roadway Improvements
MARTA Rail Service
0
¼
½
¾
1 mile
N

Major Study Area Developments

1 Post Dunwoody Apts. (Post Properties)
2 McWhorter
3 Glenlake (Carter & Associates)
4 Embassy Row (Bailey & Associates)
5 Northpark (Portman/Barry)
6 Northpark Retail Center (Portman/Barry)
7 Travelers (Travelers Insurance Company)
8 Crestline (Homart)
9 Central Park (Vantage)
10 Unnamed (Burson)
11 Marriott (Marriott Corporation)
12 Lakeside Commons (Hendricks)
13 Concourse (Landmarks)
14 Unnamed (5 Kings)
15 Aberdeen
16 Guy Webb
17 Palisades (Laing Properties)
18 Interchange (Landmarks)
19 Unnamed (Wilma Southeast)
20 Unnamed (David Smith I) (Glenridge Drive)
21 Unnamed (David Smith II) (Trimble Road)
22 Richmond 400 (Miller-Richmond Company)
23 Remington Park (Rosewood Properties)
24 Ashwood (Mutual Life Insurance Company)
Perimeter Center Office Park
25a East-A
25b West-B
25c North-C
26 Terraces (Taylor Mathis)
27 Ravinia (Gerald Hinds)
28 Hyatt Ravinia (Gerald Hinds)
29 Marriott Hotel (Marriott Corporation)
30 Perimeter Mall (Perimeter Mall Inc.)
31 Corporate Campus I. II. III (Equitec Properties)
32 Park Place (Taylor Mathis)
33 Ashford Green (Cauble & Co.)
34 Cox Enterprise
35 Northern Telecom Building
36 Crown Pointe (Ackerman)
37 Northside Hospital (Northside Hospital)
38 St. Joseph's Hospital (St. Joseph's Hospital)
39 Perimeter Professional Plaza (City Plaza Management)
40 Unnamed (Taylor & Mathis)
41 Peachtree-Dunwoody Pavilion (Equitable Real Estate Investment)
42 Scottish Rite Hospital (Scottish Rite Hospital)
43 Contel (Metropolitan Life)
44 Marriott Courtyard (Marriott Corp.)
45 Perimeter 400 Center (Allen Morris Co.)
46 The Medical Quarters (Peachtree-Dunwoody Assoc.)

Figure 5.2

Major Development in North Atlanta Corridor

NEW YORK METROPOLITAN TRANSPORTATION AUTHORITY

STATEMENT OF ROBERT R. KILEY, CHAIRMAN

MR. CHAIRMAN, SENATOR D'AMATO, MEMBERS OF THE SUBCOMMITTEE:

I AM ROBERT KILEY, CHAIRMAN OF THE METROPOLITAN TRANSPORTATION AUTHORITY OF NEW YORK.

I APPRECIATE THE OPPORTUNITY TO EXPRESS MY VIEWS TO YOU TODAY. LET ME THANK THE SUBCOMMITTEE FOR ITS LONG-STANDING SUPPORT FOR MAINTAINING AND EXPANDING THE NATION'S TRANSPORTATION INFRASTRUCTURE AND, IN PARTICULAR, FOR ITS COMMITMENT TO PUBLIC TRANSPORTATION.

AS THE NATION'S LARGEST PUBLIC TRANSPORTATION PROVIDER, THE MTA SUPPLIES SOME SIX MILLION TRANSIT TRIPS ON AN AVERAGE BUSINESS DAY. OVER THE COURSE OF A YEAR, WE PREVENT MILLIONS OF TONS OF POLLUTANTS FROM ENTERING THE ATMOSPHERE AND ENHANCE THE PRODUCTIVITY OF THE ENTIRE REGION. IN BRIEF, LIFE IN NEW YORK CITY WOULD BE VIRTUALLY IMPOSSIBLE WITHOUT THE DAY-TO-DAY SERVICES OF THE MTA.

AND YET, INCREDIBLE AS IT SEEMS, THIS VITAL INFRASTRUCTURE WAS UNDERFUNDED AND UNDERMAINTAINED FOR DECADES. BY THE EARLY 1980S, PARTS OF THE SYSTEM WERE CLOSE TO COLLAPSE.

IN 1982, WE BEGAN THE LONG CLIMB BACK FROM THE ABYSS. WITH THE SUPPORT AND COMMITMENT OF THE FEDERAL, STATE, AND CITY GOVERNMENTS, THE MTA EMBARKED ON A MULTI-BILLION DOLLAR CAPITAL IMPROVEMENT PROGRAM TO RECLAIM THE SYSTEM AND BRING IT BACK TO HEALTH.

THE AVAILABILITY OF CAPITAL HAS ALLOWED US TO VISIBLY TRANSFORM MAJOR ELEMENTS OF OUR NETWORK.

FOR EXAMPLE, MORE THAN THREE-QUARTERS OF OUR SUBWAY CARS, 90 PERCENT OF OUR BUSES AND NEARLY ALL OUR COMMUTER RAIL CARS HAVE BEEN REPLACED OR OVERHAULED. TWO-THIRDS OF THE TRACK IN THE 700-MILE SUBWAY SYSTEM HAS BEEN RIPPED UP AND REPLACED. SUBWAY CARS ARE NOW AVERAGING ABOUT 30,000 MILES BETWEEN BREAKDOWNS, SOME FOUR TIMES THE LEVEL OF 1983. ALL SUBWAY CARS AND ALL BUSES ARE GRAFFITI-FREE. NUMEROUS MAINTENANCE SHOPS, STORAGE YARDS, AND DEPOTS HAVE BEEN NEWLY BUILT OR REHABILITATED.

THE BOTTOM LINE IN OUR BUSINESS IS RIDERSHIP, AND SINCE 1982 FIGURES ON THE SUBWAY AND COMMUTER RAILROADS ARE UP SUBSTANTIALLY. LAST YEAR, SUBWAY RIDERSHIP WAS AT ITS HIGHEST LEVEL IN 15 YEARS. THE LONG ISLAND RAIL ROAD IS CARRYING FOUR MILLION MORE PASSENGERS THAN IN 1982 AND IS NEAR ITS ALL-TIME

HIGH. ON METRO-NORTH, THE INCREASE SINCE 1984 HAS BEEN ALMOST 20 PERCENT.

IN SHORT, THE MTA HAS HAD A STRATEGY FOR REBUILDING PUBLIC TRANSPORTATION IN NEW YORK, AND IT HAS WORKED. RESPONSIBLE MANAGEMENT COUPLED WITH PUBLIC SUPPORT AND ADEQUATE FINANCIAL RESOURCES HAVE PROVEN TO BE THE KEY INGREDIENTS OF OUR STRATEGY'S SUCCESS. I AM CONFIDENT THAT WE WILL CONTINUE TO HAVE THE MANAGEMENT CAPABILITIES AND PUBLIC SUPPORT NECESSARY TO CARRY FORWARD WITH OUR REBUILDING EFFORT. TODAY I WOULD LIKE TO ADDRESS THE THIRD PART OF THE EQUATION -- FINANCIAL RESOURCES -- AT LEAST AT THE FEDERAL LEVEL.

AS YOU KNOW, SOME 98 PERCENT OF MTA OPERATING FUNDS COMES FROM STATE AND LOCAL SOURCES, AND APPROXIMATELY 70 PERCENT OF OUR CAPITAL PROGRAM IS STATE AND LOCALLY FUNDED.

OUR REGION RECOGNIZES THE VITAL ROLE PUBLIC TRANSPORTATION PLAYS IN OUR ECONOMY, SO I AM CONFIDENT MOST OF THE ENORMOUS COSTS OF REBUILDING AND RUNNING OUR SYSTEM WILL CONTINUE TO BE BORNE BY THE RIDERS AND GOVERNMENTS IN OUR REGION.

BUT THERE REMAINS A HUGE AGENDA OF UNMET NEEDS THAT CANNOT BE MET WITHOUT FEDERAL ASSISTANCE.

In specific terms, we urge that the Fiscal Year 1991 Appropriations Bill, at the very least, retain FY 1990 funding levels, with an allowance for inflation, for Section 9 operating assistance and formula capital assistance programs as well as for Section 3 rail modernization. Continued reductions in federal support cannot be made up by the City and State of New York, which are being forced to make drastic budget cuts and tax increases just to balance their budgets.

We would also urge that the FY 1991 Aprropriations Bill include an appropriation at least at the $160 million level agreed-to this year for Interstate Transfer (Transit) funds. We have yet to realize the amounts built into our capital program when the Westway trade-in decision was made. With other cities having now drawn down their allocations, we hope that the Subcommittee can identify specific amounts for New York to begin to bring us to our projected draw-down levels. With New York's needs now representing nearly half of the entitlements under the transit trade-in program, it is time to reallocate the appropriations to better reflect this reality. An overall allocation of $76 million to the MTA in combined

FORMULA AND DISCRETIONARY ACCOUNTS, REPRESENTING OUR PRO-RATA SHARE OF THE TOTAL ENTITLEMENTS, WOULD ACCOMPLISH THIS.

ALSO, I WOULD LIKE TO ALERT THE SUBCOMMITTEE TO THE FACT THAT WE ARE CURRENTLY IN THE PROCESS OF DEVELOPING A THIRD CAPITAL PROGRAM THAT WILL TAKE EFFECT WHEN THE CURRENT PROGRAM ENDS IN 1991. WHILE WE HAVE MADE MUCH PROGRESS IN THE LAST EIGHT YEARS, WE MUST CONTINUE TO RESTORE -- AND RECONFIGURE -- OUR NETWORK SO THAT WE CAN BETTER SERVE OUR REGION AS WE APPROACH THE 21ST CENTURY.

CERTAINLY, OUR STATE AND LOCAL GOVERNMENTS SHOULD CONTINUE TO ASSUME MUCH OF THE RESPONSIBILITY FOR THESE SPECIFIC TRANSPORTATION NEEDS. BUT THERE IS AN ESSENTIAL ROLE FOR THE FEDERAL GOVERNMENT TO PLAY HERE, A ROLE THAT HISTORICALLY DATES BACK TO THE VERY FOUNDING OF THE REPUBLIC. THE GROWING ABANDONMENT THAT HAS CHARACTERIZED FEDERAL POLICY FOR MORE THAN A DECADE MUST BE ADDRESSED; WE MUST FIND THE COMMON GROUND THAT WILL RESTORE THE HISTORIC FEDERAL-STATE-AND-LOCAL TRANSPORTATION PARTNERSHIP.

OTHERWISE, WE WILL END UP WITH A "BALKANIZED" AMERICA, IN WHICH EACH REGION STAGGERS ALONG ON ITS OWN, STRUGGLING TO ABATE THE RAMPANT DETERIORATION OF OUR INFRASTRUCTURE.

FOR AMERICA AS A WHOLE, THE TRANSPORTATION CHALLENGES ARE ENORMOUS. THIS IS AN ISSUE THAT STRIKES AT THE VERY HEART OF OUR NATION'S MOBILITY, PRODUCTIVITY, ENVIRONMENT, QUALITY OF LIFE, NATIONAL SECURITY, AND, ULTIMATELY, OUR INTERNATIONAL COMPETITIVENESS.

WE HAD AN OPPORTUNITY IN THE MID-1970S, WHEN GAS PRICES SKYROCKETED AND LONG LINES FORMED AT GAS STATIONS, TO CHANGE FEDERAL TRANSPORTATION POLICIES AND PROVIDE FOR A LESS AUTOMOBILE-DEPENDENT FUTURE. WE MISSED THAT OPPORTUNITY.

NOW, 15 YEARS LATER, WE ARE LOOKING AT A NEW AND EVEN MORE COMPELLING OPPORTUNITY TO IMPROVE TRANSPORTATION, REDUCE CONGESTION, AND CLEAN UP THE ENVIRONMENT. WE MUST NOT LET IT SLIP AWAY AGAIN. WE MUST RESTORE THE FEDERAL LEADERSHIP THAT AT ONE TIME CHARACTERIZED TRANSPORTATION FUNDING IN AMERICA.

WE ARE VERY APPRECIATIVE OF THE SUBCOMMITTEE'S PAST SUPPORT FOR PUBLIC TRANSPORTATION IN NEW YORK -- AND, OF COURSE, THROUGHOUT THE NATION. WE LOOK FORWARD TO WORKING WITH YOU AS THE STAGE IS SET FOR THE NEXT ROUND OF DISCUSSION AND DEBATE THAT WILL DETERMINE THE FUTURE OF OUR INDUSTRY.

THANK YOU.

NIAGARA FRONTIER TRANSPORTATION AUTHORITY

STATEMENT OF DOMINIC J. TERRANOVA, INTERIM EXECUTIVE DIRECTOR

Dear Senator Lautenberg:

The following is offered as written testimony to the Senate Transportation Appropriations Subcommittee.

On the Niagara Frontier, the Niagara Frontier Transportation Authority is aware of the significant impact of both Federal and State deficit situations and that the continued ability of government to provide funding for necessary services is directly related to the ability to achieve a degree of fiscal stability. Deficit reduction is a prudent objective toward this goal. By reducing the debt burden on the federal government, more real dollars will be available to permit government to stimulate economic activity.

The Mass Transit Industry offers that in itself it can stimulate economic activity.

Millions of people daily utilize the services of transit systems in America for the journey to work, to school, and to access needed social services. In this way, transit riders are an integral component of the economic system. Without transit many riders would lose their ability to participate in economic activity and national productivity would suffer.

The plea of the transit industry is adequate funding to permit the continuation of service. Again, our service provides the means of economic activity for millions.

We urge the adoption of FY 1991 Mass Transportation appropriations at full currently authorized levels.

We urge the continuation of federal operating assistance for all urbanized areas regardless of size.

In the Buffalo urbanized area, the loss of over $6,000,000 in federal operating assistance would be devastating to the transit system in view of the recent financial crisis that resulted in the shutdown for two days of the Niagara Frontier Transit Metro System.

Many feel that the current rebirth of downtown Buffalo is due in great part to the significant federal infrastructure investment in the Buffalo Light Rail Rapid Transit system. We urge adequate funding for transit to keep the economic impetus moving forward.

Thank you for the opportunity to present these views.

Sincerely,

DOMINIC J. TERRANOVA
Interim Executive Director

STATEMENT OF ANTONINE LAFATA SOTTILE

Mr. Antonine Lafata Sottile
Ph. Doctor of Engineering
P.O. Box 28292
Washington, DC
20038-8292

****

RECEIVED MAY 0 8 1990

Washington, DC. Febr. 14. 1990 -

Honorable CONGRESS of The USA.
SENATE Appropriations Committee
Subcommittee on Transportation -
Washington, DC. - 20510 -

REF.
By my present 25.th and 26.th Applications to This Honorable CONGRESS, I ask to Appropriate in Fiscal Year 1991, $.25.Million, in order to begin the practical Utilization of my Projects and Inventions, on behalf of The USA.
This required Monetary "Particle" in a budget above One Trillion $. could provide Initiatives to Solutions of problems concerning, Our COUNTRY's High Tech Advantage; National Energy independence; Economy; Environment; etc. in a GLOBAL Economy; Environment: etc.

Dear Chairman and Members of the Committee

Details about the other 24. Applications could be reached through the 2. Records at-hand for Fiscal Year 1990: SENATE Record part 2., HOUSE Record part 8. There my 5-page Report, together with a summary INDEX of the quoted Applications illustrates my project to get SOLAR Electricity "COMPETITIVE" with Electricity generated by ordinary sources: Oil, Gas, Coal, Nuclear.
Data assumed in my outline:
ROBOTS in Earth's synchronous ORBIT providing unicolor, unifrequency Beams, impacting uninterruptedly on the same Photovoltaics of appropriate Band-Gap on Earth's surface.
Efficiency = 20. Kilo-Watt-Hours per square meter per day.
Nr. 120. selected SITES, each one equipped with 10. Million square meters of Photovoltaics, would generate 8.76 Trillion KWH.s/Year, that is the total ENERGY of Every kind consumed in one year in The USA. Only next Century could be possible to attain such enormous result. At the end of this second Millennium, each SITE should generate at least a fraction of its Top production = 73. Billion KWH.s/Year.

Nr. 2. reasons oblige us to CURB the burning of natural FUELS :
Firstly, their emission of gases damages the Environment :
The emitted CO.2 (Carbon Dioxide) develops a gaseous LAYER in the Upper Atmosphere, with the notorious GREEN-HOUSE Effect, which provokes the Warming of the GLOBE.

Second reason : The saved natural Fuels in the Future could become a MONETARY Guaranty : Natural resources STANDARD replacing the GOLD STANDARD, should the Natural Gold be Depreciated by the diffusion of Chemical Gold. SEE recently discovered methods of chemical Gold production.

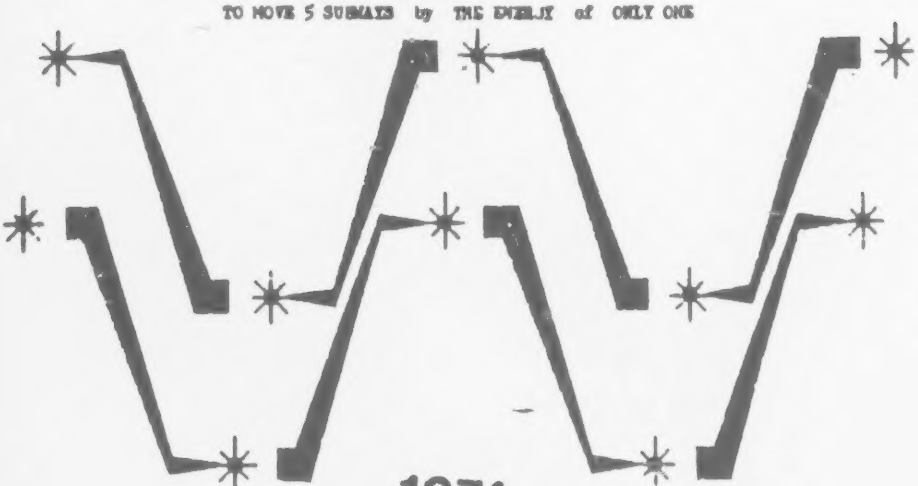
LEANWAY

A LEANING SUBWAY

LEANWAY's MOTTO

TO BUILD and TO OPERATE 2 SUBWAYS by THE BUDGET of ONLY ONE

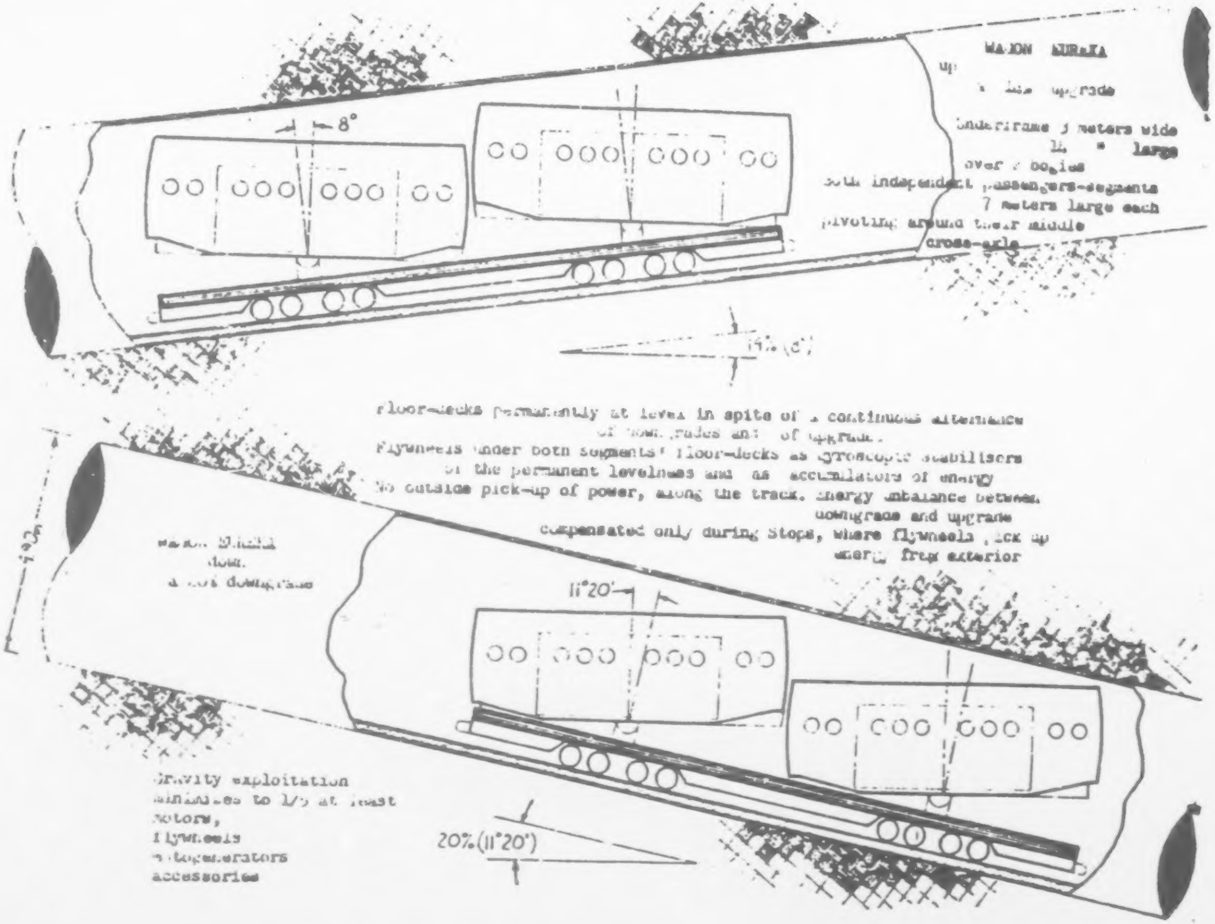
TO MOVE 5 SUBWAYS by THE ENERGY of ONLY ONE



1974

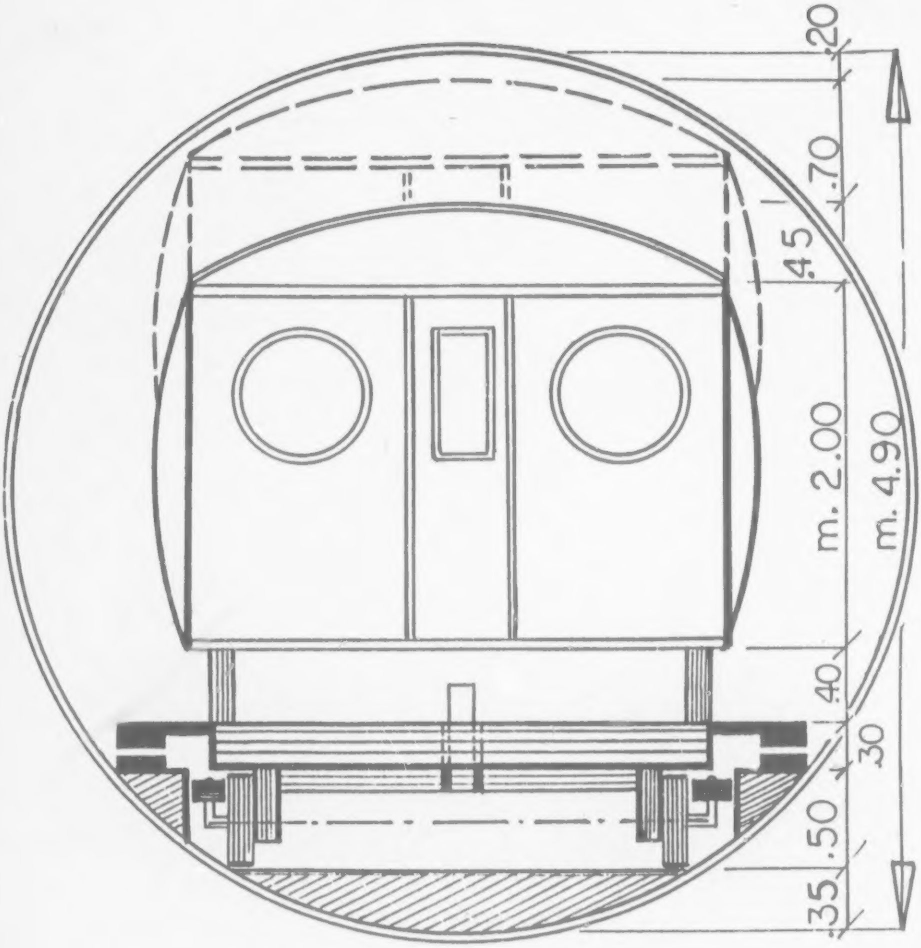
Applications Nr. 1, and Nr. 2. of year 1975, illustrate my Project "LEANWAY" : A Leaning Subway, serviced by my INVENTION: WAGON EUREKA. In transportation They assure enormous savings of Energy in construction and operation.

Leanway's STOPS are at Earth Surface ; Wagon Eureka, with its BODY at permanent Levelness, mounts from Underground to the Stops. No more Monster Escalators; its UNDERFRAME engaged in successive, steep Upgrades and DOWNGRADES assures FREE negative and positive ACCELERATIONS.


WAGON AURAKA
up
a 14% upgrade
Underframe 3 meters wide
14 " large
over 2 bogies
both independent passengers-segments
7 meters large each
pivoting around their middle
cross-axle
8°
14% (8°)
wagon AURAKA
down
a 20% downgrade
11°20'
20% (11°20')

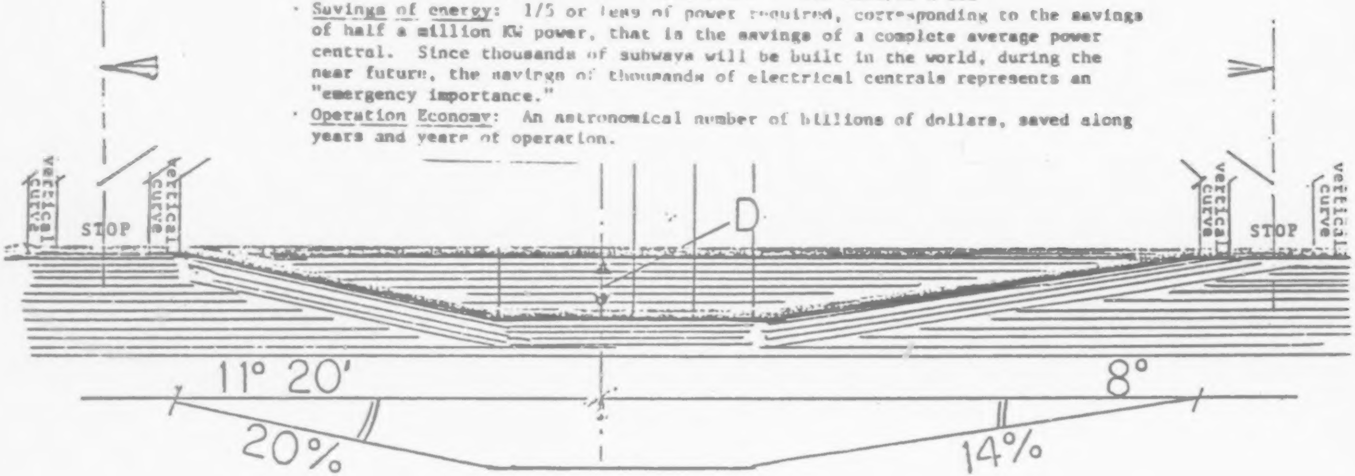
Floor-decks permanently at level in spite of a continuous alternance
of downgrades and of upgrades.
Flywheels under both segments' floor-decks as gyroscopic stabilisers
of the permanent levelness and as accumulators of energy
No outside pick-up of power, along the track. Energy unbalance between
downgrade and upgrade
compensated only during stops, where flywheels pick up
energy from exterior

Gravity exploitation
minimizes to 1/3 at least
motors,
flywheels
motogenerators
accessories


.20
.70
.45
m. 2.00
m. 4.90
.40
.30
.50
.35

Advantages:

- Construction economy: 2 billion dollars or more saved (permitting to build 50% or more subway lines by the same budget).
- Higher speeds: 2 times or more higher top and average speeds that could be further easily increased (by augmenting the assumed 20% downgrade and 14% upgrade and by surpassing the limit for positive and negative accelerations according to commuters' comfort:
  = 0.142(g) = 1.4m./sec^2 = 5.04 Km/hr x sec = 3.15 mile/hr x sec
- Savings of energy: 1/5 or less of power required, corresponding to the savings of half a million KW power, that is the savings of a complete average power central. Since thousands of subways will be built in the world, during the near future, the savings of thousands of electrical centrals represents an "emergency importance."
- Operation Economy: An astronomical number of billions of dollars, saved along years and years of operation.



LEANWAY - A LEANING SUBWAY

INNERCITY LEANWAY

Length of Stop	= m.	40				
Horizontal Distance	H = m.	400	500	600	700	800
Effective Distance	E = m.	403.2	504.2	605.3	706.4	807.6
Maximum Deepness	D = m.	17.9	24.5	31.1	37.7	44.3

INTERCITY LEANWAY

Length of Stop	= m.	140				
Horizontal Distance	H = m.	1,200	2,200	3,200	4,200	5,200
Effective Distance	E = m.	1,209.0	2,221.7	3,233.7	4,245.6	5,257.4
Maximum Deepness	D = m.	57	127.8	196.6	266.2	335.9

WAGON EUREKA — ELECTRIC VEHICLE
****

COMPACT SIZE and BUS SIZE

APT — for existing roads, to replace and eliminate from traffic "internal-combustion vehicles"

APT — for future surface-or-tunnel roads At.La.S utilities and for future LEANWAY system of subway, both roads and tracks unidirectional consisting of successive alterrances of steep downgrades and upgrades to exploit GRAVITY.

EQUIPPED — by ELECTRO-MAGNETIC suspension-propulsion FROM-THE-GROUND in the terminal steep upgrade of each alternance until surfacing again.

EQUIPPED — by FLYWHEELS, as gyroscopic stabilizers of the wagon-floor-deck permanent levelness (in spite of steep downgrades and upgrades continuous succession), and as accumulators-recuperators of energy.

COMPLEMENTED — during the intermediate phase of development by a TROLLEY for intermittent pick-up of energy from suspended feeder-lines.

COMPLEMENTED — by SOLAR CELLS and other kind cells, and by means to recuperate and store energy.

ADVANTAGES of the WAGON EUREKA: possibility to reach high speeds with almost motorless vehicles.

Lower requirements of installation and operation.

High capacity of energy savings.

* Flywheels under the floors of wagons as gyroscopic stablizers of the horizontality and as accumulators of energy. When the wheel of a gyroscope is set in rapid rotation in a given plane, it resists any attempt to change its original plane of rotation.

This property, utilized for the gyrostabilizers to counterbalance the ships' rolling, for the so-called "artificial horizon" in the airplanes and other applications, could be exploited to help to maintain the horizontality of the floors, in spite of grades.

The other more exploited property of flywheels is their capacity to store mechanical energy that could be put in (by accelerating) or taken out (by decelerating) in short time, for example in order to smooth the motion of alternative motors.

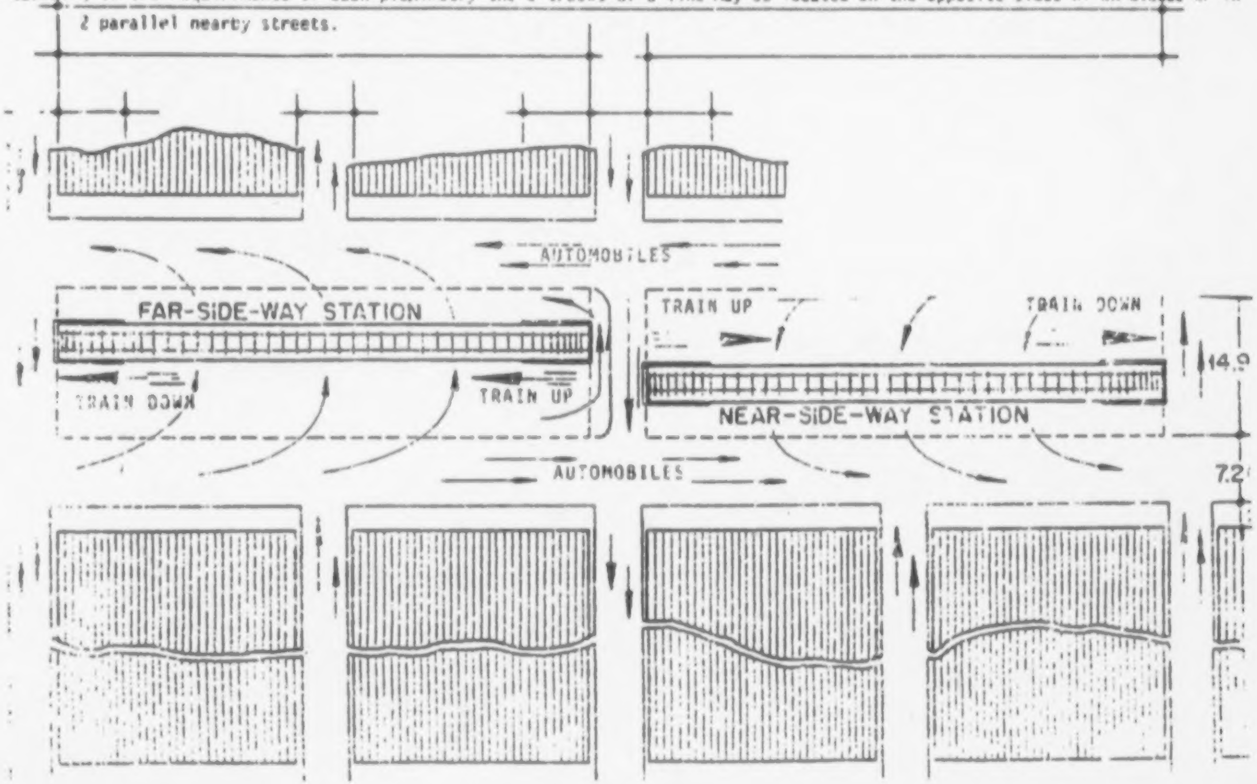
The amount of stored energy is proportional to the mass of the wheel and to the square of the speed. This latter factor being preponderant, it is convenient to select light materials but with the highest tensile strength in order to assure the maximum speed and resist decomposition due to centrifugal stress.

Flywheels built with already-on-the-market new fiber composite light material (density 4.4 times less the density of steel) could present a storage capacity seven times more the corresponding capacity of steel flywheels.

In practical terms, according to data published by the "Scientific American" 30 Kwh of stored energy would require 280 pounds of fiber-composite flywheel against 2000 pounds of conventional lead-acid batteries, the former one with higher regenerative efficiency and higher time rates of charging and discharging energy.

LEANWAY - A LEANING SUBWAY 1968 and 1974 Project by Mr. Antonine Lafata Sotti
Ph. Doctor of Engineering

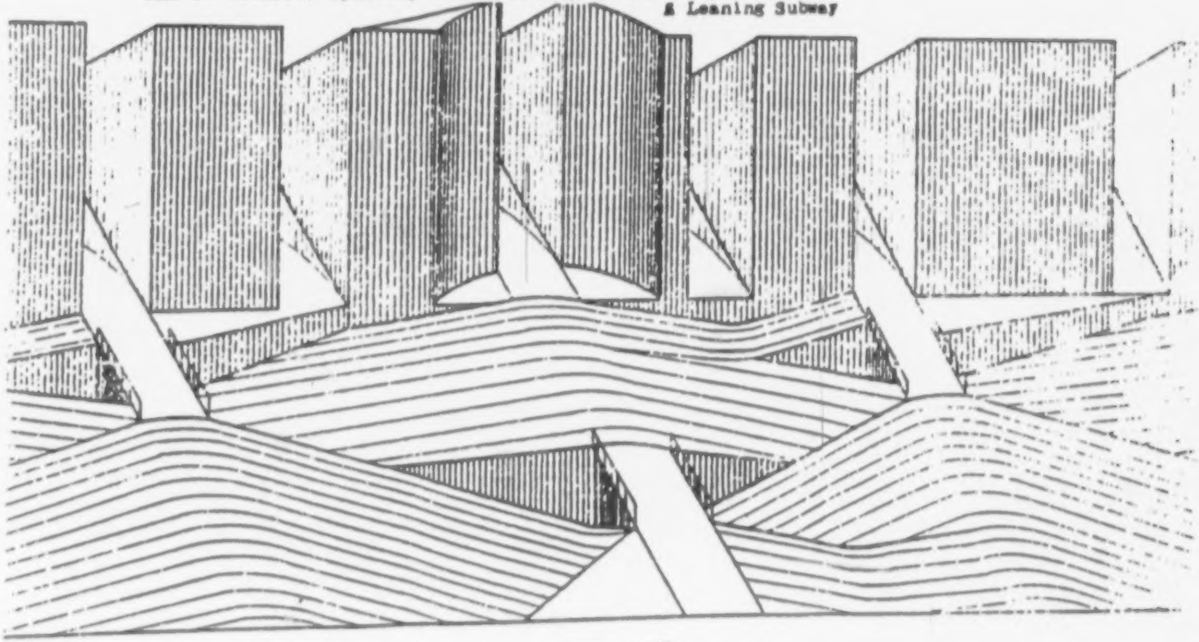
Outline of a 35 meters wide avenue with 2 contrary-way stations (stops); each stop assumed 4 lanes wide (m. 14.40)+ 0.50 clearance
Length of stop: m.40 in Innercity Subway in order to accommodate only one car (wagon)
m.140 in Intercity Subway in order to accommodate a train of 7 or more wagons
According to the requirements of each planimetry the 2 tracks of a line may be located on the opposite sides of an avenue or in 2 parallel nearby streets.


AUTOMOBILES
FAR-SIDE-WAY STATION
TRAIN DOWN
TRAIN UP
TRAIN UP
TRAIN DOWN
NEAR-SIDE-WAY STATION
14.9
AUTOMOBILES
7.2

at.La.S.
••••••••

ALTERNANCE LANES SYSTEM with IMPROVED UNINTERRUPTED TRAFFIC

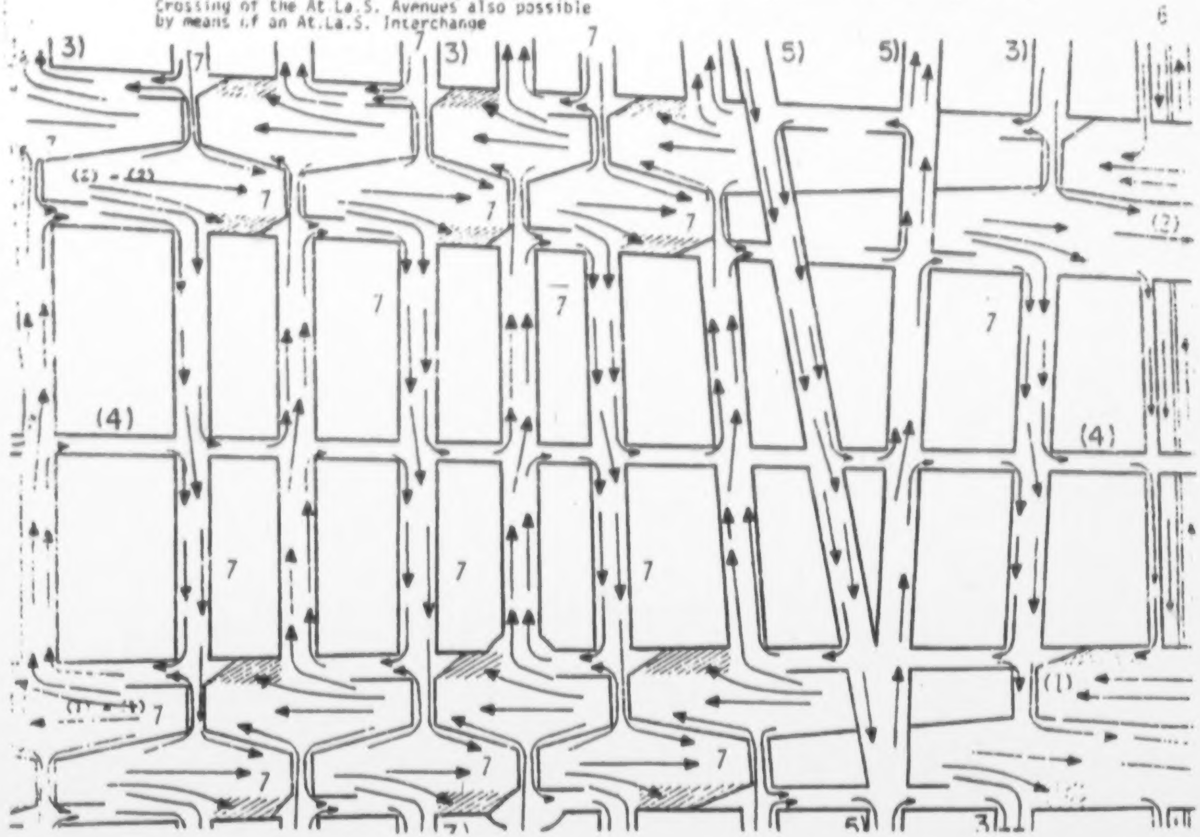
LINEAR CITY : a City in permanent prolonged development.
Defined by 2. parallel equidistant ATLAS Highways.
forming a median, moderately large, densely inhabitated ZONE.
and 2. lateral, sparsely urbanized AREAS. served by a LEANWAY
& Leaning Subway



Project by
Mr. Antonine Lafata Guttile
Ph. Doctor of Engineering

1-1 }
2-2 } -Longitudinal parallel At.La.S. Avenues
3-3 -One-way intercommunication cross-streets
4-4 -Secondary, turning, not-crossing streets
Crossing of the At.La.S. Avenues also possible by means of an At.La.S. Interchange

5-5 -Direct overpassing cross-avenue
6-6 -Direct underpassing cross-avenue
7-7-7 -Crossing At.La.S. avenues by weaving



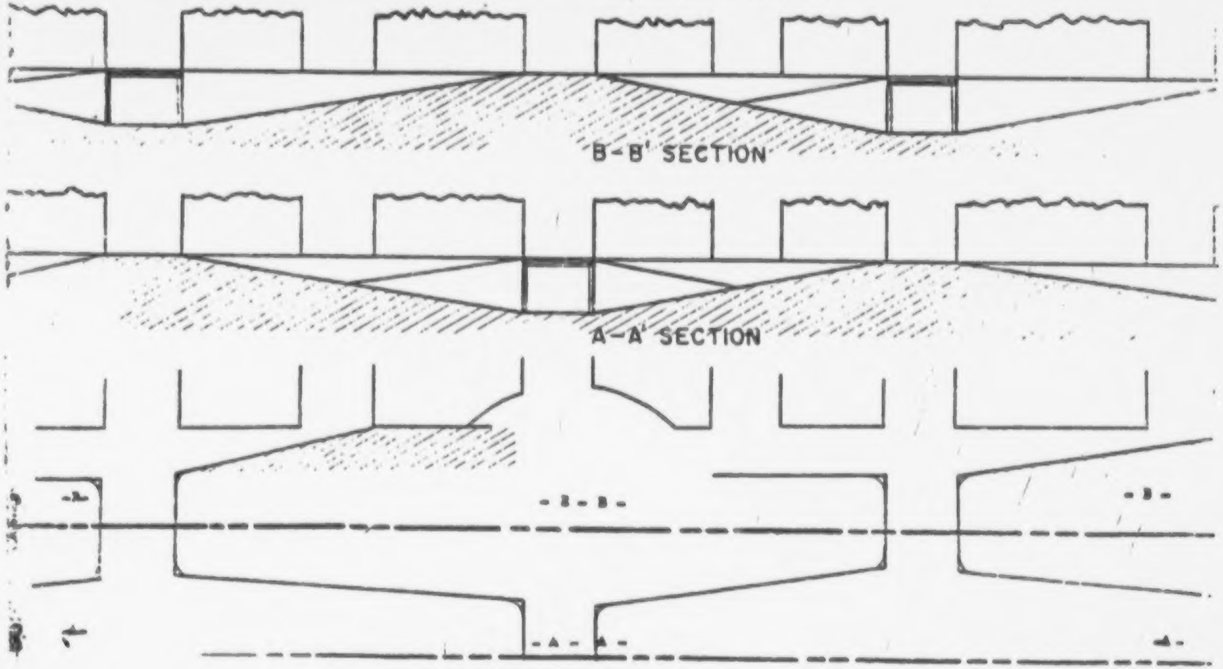
At.La.S.

he 2 roadways representing the 2 contrary ways of the avenue, follow systematically rolling outlines and come out in phase-opp
hat is at each intersection a maximum elevation of a way, at grade with the cross street, corresponds to a minimum of the cont
the adjacent intersection, the 2 ways respectively alternate in reaching maximum and minimum of elevation and this alternanc
n systematically.

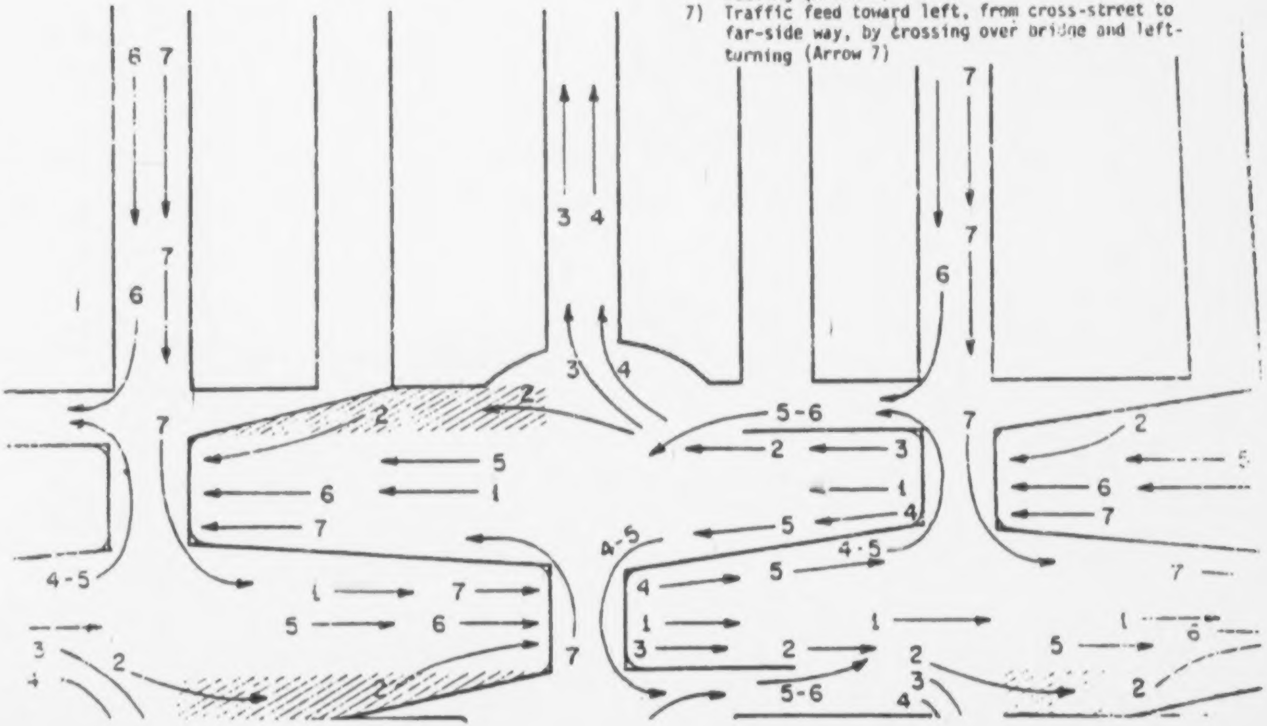
he difference of elevation of about 6 m. allows the uninterrupted left turn on maximum elevation phase, by crossing [illegible]
ver the contrary way, without interferences.

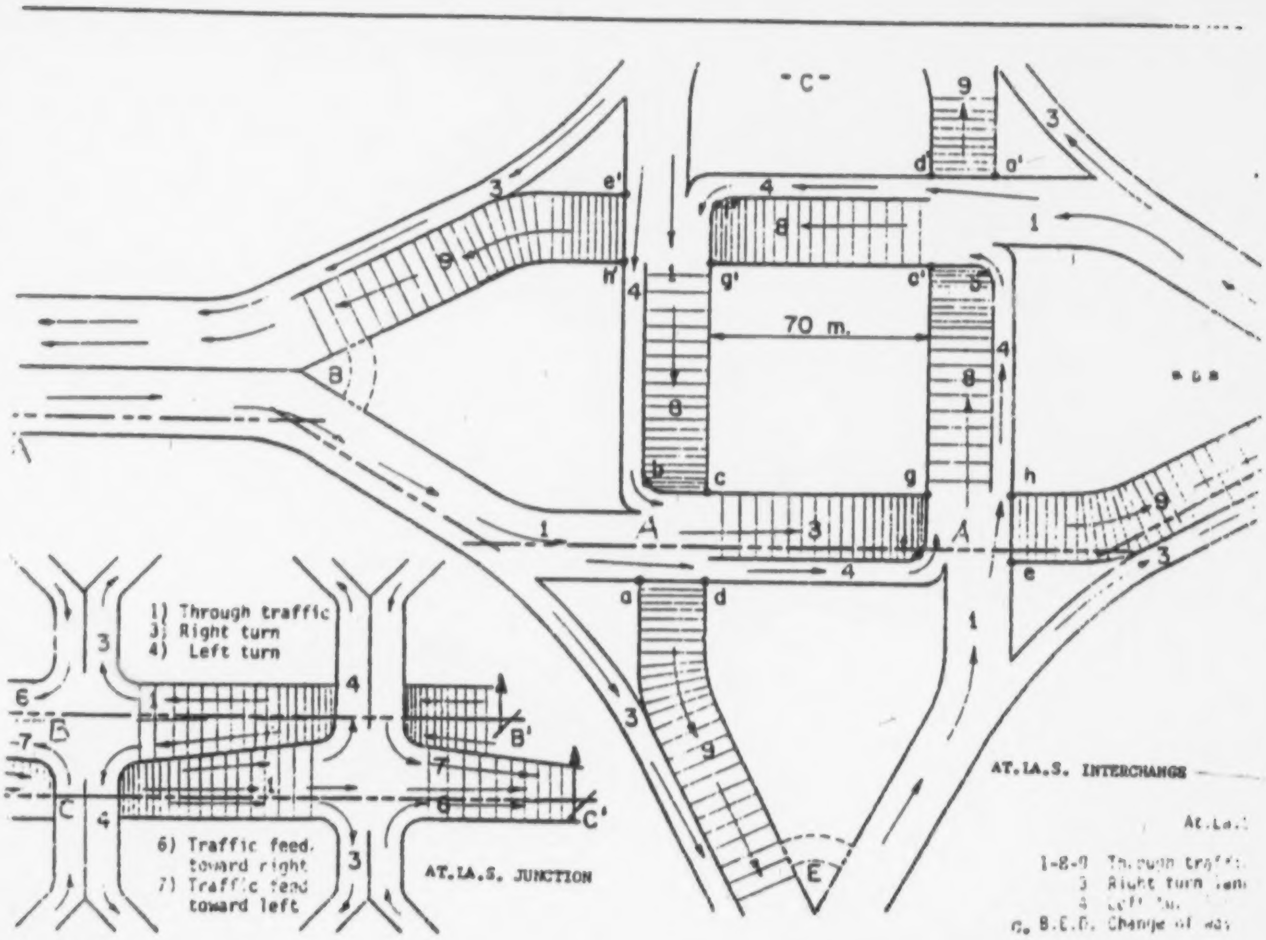
n up-to-date projects of city planning, the totality of pedestrian flow and of its business will be lifted up the superior sto
here exterior and interior service aisles forpedestrians will be provided, as well as suspended connection passages between bu
round floor remains assigned to vehicles only.

hen the matter is to accommodate this At.La.S. project in an existing urban area, it is necessary to provide under-passes or
asses to pedestrians, who in no way must cross the uninterrupted streams of vehicles.



1) Through traffic (Arrow 1)
2) Access to parking and bus stop areas (Arrow 2)
3) Right turn traffic (Arrow 3)
4) Left turn traffic, by left-turning over bridge and ramp and by right-turning (Arrow 4)
5) Changing of way, by left-turning over bridge and ramp and weaving (Arrow 5)
6) Traffic feed toward right, from cross-street to near-side way, by right-turning before bridge and weaving (Arrow 6)
7) Traffic feed toward left, from cross-street to far-side way, by crossing over bridge and left-turning (Arrow 7)




"C"
70 m.
a
b
c
d
e
g
h
a'
b'
c'
d'
e'
g'
h'
A
B
E
1
3
4
8
9
1) Through traffic
3) Right turn
4) Left turn
6) Traffic feed. toward right
7) Traffic feed toward left
6
7
B
C
B'
C'

AT.IA.S. INTERCHANGE

At.La.!

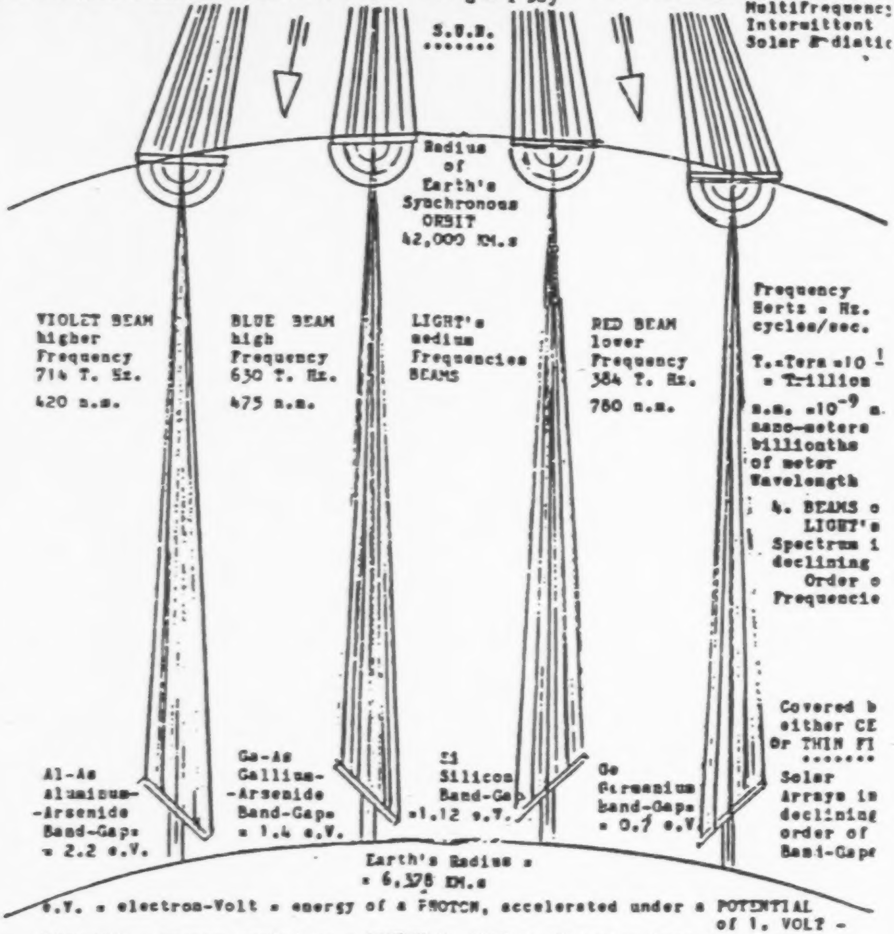
1-8-9 Through traffic
3 Right turn lane
4 Left turn
a, B.E.D. Change of way

AT.IA.S. JUNCTION

Mr. Antonino Lafata Sottile
Ph. Doctor of Engineering
•••••••••••••••••••••••••••

NATIONAL ENERGY INDEPENDENCE PROJECT •••

BEAM-splitting FILTER/MIRROR Concentrators in Earth's Synchronous ORBIT Select part of the Solar spectrum, reject the remainder into Space, and FOCUS the selected Beam to a Field of Solar ARRAYS, with CELLS or THIN FILM of Appropriate BAND-GAP, at Earth's surface. The higher Frequency BEAM directed to the Field with higher BAND-GA
The Uni-Frequency, un-interrupted BEAM could increase Efficiency to 30. KWH.s/m ^{2}xDay vs. the goal still to be reached of 5. KWH.s/m ^{2} x Day in Silicon CELLS by ordinary Multifrequenc Intermittent Solar Radiatio


S.U.N.
•••••••
Radius of Earth's Synchronous ORBIT 42,000 KM.s
VIOLET BEAM higher Frequency 714 T. Hz. 420 n.m.
BLUE BEAM high Frequency 630 T. Hz. 475 n.m.
LIGHT's medium Frequencies BEAMS
RED BEAM lower Frequency 384 T. Hz. 780 n.m.
Frequency Hertz = Hz. cycles/sec.
T.=Tera =10 ^{12} = Trillion
n.m. =10 $^{-9}$ m. nano-meters billionths of meter Wavelength
4. BEAMS o LIGHT's Spectrum i declining Order o Frequencie
Covered b either CE or THIN FI
••••••
Solar Arrays in declining order of Band-Gaps
Al-As Aluminum-Arsenide Band-Gaps = 2.2 e.V.
Ga-As Gallium-Arsenide Band-Gaps = 1.4 e.V.
Si Silicon Band-Gap =1.12 e.V.
Ge Germanium band-Gaps = 0.7 e.V.
Earth's Radius = = 6,378 KM.s

e.V. = electron-Volt = energy of a PHOTON, accelerated under a POTENTIAL of 1. VOLT -
BAND-GAP = energy needed by a PHOTON to FREE an Electron from its Atom, and Promote it into the Conduction Band

Proposed Disposition of Beam-splitting Filter-Mirrors Concentrators in Earth's synchronous Orbit, apt to provide 8.76 Trillion KWH/Year of Solar Electricity, that is about the Total Energy of every kind, used recently in one year in The USA,:
To select 120 SITES, along the Sea coast-lines, in the deep Canyons of rivers, and in the desert bottoms of Valleys.
Each SITE to be equipped by 10.square Kilometers of Photovoltaic Arrays with appropriate Band-Gap.
For example : Higher frequency VIOLET Beam focusing on Al-As Aluminum-Arsenide Array; High frequency BLUE Beam on Ga-As Gallium-Arsenide Array; Medium frequencies Beams on Si. Silicon Array; Lower frequency RED Beam on Ge. Germanium. Array -

Each SITE's 10. Million square Meters, at 20. KWH/sq. meter xday could provide 200. Million KWH/day, and in one year 200. M. x 365 = 73. Billion Kilo-Watt-Hours.
120. SITES would generate 73. G, x120 = 8.76 Trillion KWH.s/Year
By this high Efficiency conversion of Sun light into electrical energy, through uni-frequency, permanent Beams, Solar Electricity will result Competitive to Electricity of other sources

18) FY. 1987 SENATE Rec. Part 3. pp. 2133-2137 Hrgs.Apr.16.1986
17) " " HOUSE " " 8. " 1669-1675 " " " "
Project of SOLARdriven Liquid-Metal Magneto Hydro Dynamic Gener. to yield Electricity.

16) FY. 1986 SENATE Rec. Part 3. pp. 2693-2702 Hrgs.Apr.3.1985
15) " " HOUSE " " 9. " 3132-3141 " " " "
Project of a Network of underground Tunnels exploiting Gravity

14) FY. 1985 SENATE Rec. Part 4. pp. 2431-2436 Hrgs.Apr.3.1984
13) " " HOUSE " " 8. " 1430-1436 " " " "
Seven Immortal Principles: 1. Solar Energy 2. Electrification 3. Electro-Magnetic Flying 4. Energy Savings 5. Tunneling 6. Gradient Utilization 7. Wagon EUREKA Expansion -

12) FY. 1984 SENATE Rec. Part 3. pp. 1643-1653 Hrgs.Mar.24.1983
11 " " HOUSE " " 7. " 874-884 " " " "
The $. 25. Million of Appropriation required for: To build a Wagon EUREKA Prototype - To experiment a SOLAR MIRROR in GEO-SYNCHRONOUS ORBIT

10) FY. 1983 SENATE Rec. Part 4. pp. 2711-2717 Hrgs.Apr.24.1982
9) " " HOUSE " " 8. " 2586-2593 " " " "
120. Solar Mirrors settled in Earth's Synchronous ORBIT could provide the total Energy of every kind utilized in one year in THE USA. : about 8.76 Trillion KiloWattHours/Year -

8) FY. 1982 SENATE Rec. Part 3. pp. 1932-1943 Hrgs. Mar.24.1981
7) " " HOUSE " " 10. " 2402-2411 " " " "
Planets VENUS and MARS CONDITIONED in a 50. Years lapse vs. 1,000 Years proposed by Incompetents

6) FY. 1981 SENATE Rec. Part 3. pp. 953-957 Hrgs.May 16. 1980
Interior Commitee: HELIUM Standard replacing GOLD Standard, as MONETARY Guaranty, next Century -

5) FY. 1981 SENATE Rec. Part 2. pp. 144-150 Hrgs. Apr. 16. 1980
4) " " HOUSE " " 7. " 615-619 " " 17. "
Appropriations on Transportation

3) FY. 1981 SENATE Rec. Part 3. pp. 513-514-515 Hrgs.Apr.2.1980
Appropriations on Agriculture : Useful INDUSTRIAL PRODUCTS by HARVESTED PLANTS -

2) SENATE Committee on Commerce, Science and Transportation Hearings Oct. 7-10 1975 on S. 1632 and HR. 8800 : ELECTRIC VEHICLE Act RECORD 94-96 - My Statement pp. 161-164 on my Project : LEANWAY = A Leaning Subway - Leanway's MOTTO : "To build and to operate 2. Subways, like the DC. Area METRO-RAIL by the BUDGET needed for only ONE." "To move 5. alike Subways by the Energy required for only ONE."

1) HOUSE Committee on Science and Technology. June 3-6 1975 HEARINGS on HR. 5470 ELECTRIC VEHICLE Act - RECORD 27. pp. 728-740 : My INVENTION " WAGON EUREKA " assures 4/5 of Energy Savings in Transportation by its UNDERFRAME engaged in successive Down-grades and Up-grades, providing FREE positive and negative ACCELERATIONS .

Mr.. Antonine Lafata Sottile
Ph. Doctor of Engineering
••••••••••••••••••••••••••••
National Energy Independence
PROJECTS

22nd. Application of January 29. 1988 for F.Y. 1989 SENATE Rec. Part 2. Hrgs. April 1. 1988 pp. 2043-2048

21st. Application of January 29. 1988 for F.Y. 1989 HOUSE Rec. Part 8. Hrgs. April 13. 1988 pp.1837-1846

LASER's Utilization in the Buildings - See my Application of September 1969 for PATENT of INVENTIONS - The LASER to DETECT : Earthquakes, Gases, Infractions by Trespassers, to FEED Apparats, Bulbs, and for COMMUNICATIONS, inside Flexible FIBER-OPTIC CABLES -

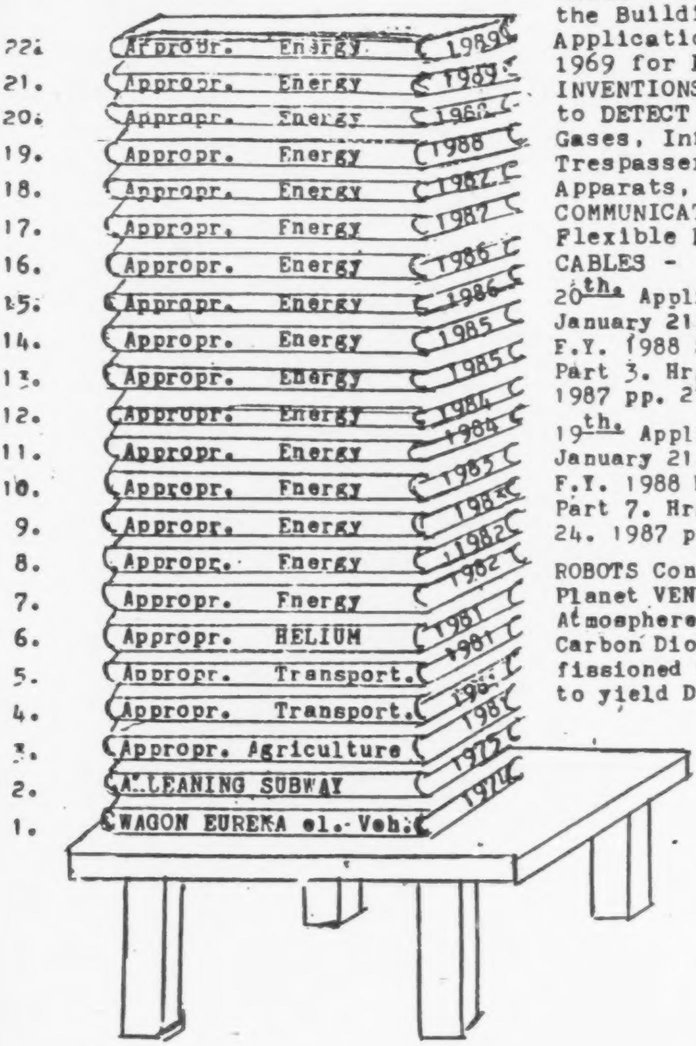
20th. Application of January 21. 1987 for F.Y. 1988 SENATE Rec. Part 3. Hrgs. April 5. 1987 pp. 2739-2742

19th. Application of January 21. 1987 for F.Y. 1988 HOUSE Rec. Part 7. Hrgs. March 24. 1987 pp. 209-218

ROBOTS Conditioning Planet VENUS' heavy Atmosphere of CO2. Carbon Dioxide - The fissioned PURE Carbon to yield DIAMOND

My SENATE and HOUSE Tabled Statements

Fiscal Year 1974 to Fiscal Year 1989


22. Appropr. Energy 1989
21. Appropr. Energy 1989
20. Appropr. Energy 1988
19. Appropr. Energy 1988
18. Appropr. Energy 1987
17. Appropr. Energy 1987
16. Appropr. Energy 1986
15. Appropr. Energy 1986
14. Appropr. Energy 1985
13. Appropr. Energy 1985
12. Appropr. Energy 1984
11. Appropr. Energy 1984
10. Appropr. Energy 1983
9. Appropr. Energy 1983
8. Appropr. Energy 1982
7. Appropr. Energy 1982
6. Appropr. HELIUM 1981
5. Appropr. Transport. 1981
4. Appropr. Transport. 198
3. Appropr. Agriculture 1981
2. A..LEANING SUBWAY 1975
1. WAGON EUREKA el.-Veh. 1974

LIST OF WITNESSES, COMMUNICATIONS, AND PREPARED STATEMENTS

Page
Air Transport Association of America, prepared statement ... 18
Airport Operators Council International and the American Association of Airport Executives, prepared statement ... 161
American Public Transit Association, prepared statement ... 363
American Trucking Associations, Inc., prepared statement ... 213
Associated General Contractors of America, prepared statement ... 193

Baioni, Victor, vice president, Bolivar County Board of Supervisors, prepared statement ... 225
Baird, William P., executive director, American Narcolepsy Association, Inc., prepared statement ... 357
Baker, John L., president, Aircraft Owners and Pilots Association, prepared statement ... 150
Barbeau, William, director, Minnesota Office of Pipeline Safety, prepared statement ... 360
Berkley, Richard, mayor, Kansas City, MO, letter from ... 456
Berry, William B., professor and manager of the CWTT program, letter from ... 424
Bower, Dwight M., deputy director, Colorado Department of Highways, prepared statement ... 242
Bramlett, E. Chandler, Infirmary Health System, Inc., prepared statement ... 349
Breen, Howard C., chairman, Board of Commissioners, Kansas City Area Transportation Authority, letter from ... 441
Butler, H. Jerome, P.E., associate, Howard Needles Tammen & Bergendoff, letter from ... 222

Capon, Ross, executive director, National Association of Railroad Passengers, prepared statement ... 323
Chicago Development Council, prepared statement ... 371
Clark, L.W. "Bill", cochairman, Arkansas-Mississippi Great River Bridge Authority, prepared statement ... 220
Community Transportation Association of America, prepared statement ... 401

Dean, Charles, cochairman, Arkansas-Mississippi Great River Bridge Authority, prepared statement ... 220
Dement, William, chairman, Government Affairs Committee, American Sleep Disorders Association, prepared statement ... 353
Dickerson, R. Kenneth, senior vice president, ARCO, prepared statement ... 2
Dusseau, Charles, county commissioner, Dade County Transportation Committee, prepared statement ... 405

Franke, Jay R., commissioner, Chicago Department of Aviation, prepared statement ... 196
Franzen, Gayle M., chairman, Chicago Regional Transportation Authority, letter from ... 370

George, Rev. William L., S.J., assistant to the president, Georgetown University, prepared statement ... 425
Gormley, James D., president, General Aviation Manufacturers Association, prepared statement ... 209
Gould, Rosalie S., mayor, McGehee, AR, prepared statement ... 233
Greater Cleveland Regional Transit Authority, prepared statement ... 398

Page
Hall, Anthony W., Jr., chairman, Metropolitan Transit Authority of Harris County, TX, prepared statement 433
Highway Users Federation for Safety and Mobility, prepared statement 254
Hopmann, William E., mayor, Dumas, AR, prepared statement 236
Howard, George P., executive director, Airport Operators Council International, letter from 175
Hughes, David, chairman, Regional Railroads of America, prepared statement 345
Hutchinson, James L., president, Convention and Visitors Bureau of Greater Kansas City, letter from 460

Kahle, Keith, advisor to the president, ElectroCom Automation, Inc., prepared statement 420
Kansas City Area Transit Authority, prepared statement 442
Kiley, Robert R., chairman, New York Metropolitan Transportation Authority, prepared statement 472
King, Martin T., Jr., mayor, Cleveland, MS, prepared statement 226
Klein, Barry, corresponding secretary, Citizen Advisory Board to the Metropolitan Transit Authority, Houston, TX, letter from 427

Lamm, Lester P., president, Highway Users Federation for Safety and Mobility, letter from 269
Lane, Marvin M., Jr., Dallas Area Rapid Transit, prepared statement 409
Legg, Comdr. William E., USNR (Ret.), director, naval affairs, Reserve Officers Association of the United States, prepared statement 13
Levi, Peter S., president, Kansas City Chamber of Commerce, letter from 457
Loftus, William E., president, American Short Line Railroad Association, prepared statement 321
Long, Hon. Jill, U.S. Representative from Indiana, prepared statement 203

Manocherian, Fraydun, president, Manocherian-Robbins Foundation, Inc., letter from 292
Matthews, Suzette, general counsel, Air Traffic Control Association, Inc., prepared statement 144
McKinney, Sgt. Maj. C.A. (Mack), USMC (Ret.), legislative council, Non Commissioned Officers Association of the United States of America, prepared statement 8
Metropolitan Atlanta Rapid Transit Authority, prepared statement 463
Moore, Audrey, chairman, Fairfax County, VA, Board of Supervisors, prepared statement 250
Mosena, David R., commissioner, Chicago Department of Planning, prepared statement 377

Poole, Bain, county judge, Desha County, AR, prepared statement 232
Pryor, Hon. David, U.S. Senator from Arkansas, prepared statement 318

Railroad Labor Executives' Association, prepared statement 335
Reep, R. Gregg, mayor, Warren, AR, resolution of 238
Rodgers, Paul, general counsel, National Association of Regulatory Utility Commissioners, prepared statement 310

Schexnayder, Charlotte T., Arkansas State representative, prepared statement 235
Sottile, Antonine Lafata, prepared statement 479
Strauss, Hon. Annette, mayor, city of Dallas, prepared statement 417

Terranova, Dominic J., interim executive director, Niagara Frontier Transportation Authority, prepared statement 478
Teter, Harry, Jr., director, Atlantic Emergency Medical Services Council, prepared statement 346
Todd, Kenneth, retired engineer, prepared statement 319
Toll, Dan, chairman, Central Area Circulator Project, Chicago Metropolitan Planning Council, prepared statement 374
Touchstone, John E., director, District of Columbia Department of Public Works, prepared statement 245
Trice, Dr. J.Y., mayor, Rosedale, MS, prepared statement 231

Page

Williams, David S., Jr., commissioner, Chicago Department of Public Works, prepared statement 239

Wilson, Brother, president, Cleveland-Bolivar County Chamber of Commerce, prepared statement 223

○